THE EVENING TELEGRAPH.

VOL. XV.—NO. 7. PHILADELPHIA, MONDAY, JANUARY 9, 1871. DOUBLE SHEET—THREE CENTS.

FIRST EDITION

The West Point Troubles

The Banished Cadets

Railway Over the Andes.

Etc., Etc., Etc., Etc., Etc.

WEST POINT.

"Pleasantries" Among the Pupils—Mobbing Refractory Plebs—Disgraceful Doings—An Investigation Needed.

POUGHKEEPSIE, Jan. 7.—The opinion is fast gaining ground in the river counties that affairs of all kinds at West Point should have an immediate and strict overhauling. From reports of all kinds the discipline needs attention. The latest disgraceful occurrence was the "mobbing" of three "plebs." The act can be called by no other name, after having listened to the reports of the same indirectly from one of the mobbed victims. It appears that a short time since three plebs, through some means or other, of course unknown to the authorities, got

ON A SPREE,

and towards the close of their revelry, and after dark, repaired to their quarters. The sentinel on post inquired at their window if all was right, and was answered in the affirmative. Soon after the inquiry was repeated, and a similar answer given, though at the time one of the three was absent. He returned soon after, just in time to answer to the third challenge, and for those false responses all were reported. Then, according to the statement of one of them, named Barnes, the first class, almost *en masse*, dragged them from their quarters and unceremoniously conveyed them to Fort Put in the dead of night, while

THEY BADE THE "PLEBS" LEAVE

the post, and never to return, assuring them that if they did they would receive a coat of tar and feathers. President Grant's son supplied one of the victims with a coat and some spending money, and then the "mobbed" plebs struck into the woods and disappeared into the darkness. Their absence the next morning was a mystery, and so secret was the whole affair kept that over twenty-four hours elapsed before the first inkling was had, and even then no one could tell what had become of the poor plebs. They came to light, however, in this city yesterday, having arrived here the night before

PENNILESS AND HUNGRY,

when they were given shelter at the house of an old schoolmate, to whom they related the above story. They expressed themselves extremely sorry for the intoxication, which occasioned the trouble, and then sat down and wrote a clear statement of the whole transaction to the commandant at West Point, asking to be allowed to return to the post, not as deserters, but to resign or be dismissed. Soon after an officer arrived from the Point, and last night he conveyed the absent ones back to the stronghold, there to be dealt with according to the law made and provided for such cases. It would seem from all of the above that the summary action of the first class needs at least an investigation.

A FORTUNATE ADVENTURER.

A Californian Builds a Sixty Million Dollar Railroad Over the Andes.

After an American has been canonized in China for leading the imperial armies to victory against the rebels, and other Americans have entered the service of Egypt and made its armies effective, it is not strange that still another of our fellow-citizens is preserving the peace of Peru. Harry Meigs, this last adventurer, uses the arts of peace, however, and by his extensive railroad undertakings does more to keep the country quiet than any other man in it, by giving employment to the lower classes. That, with good wages and prompt pay, makes them little inclined for fighting for no pay and find themselves. A letter from Callao says that he has a great number of noted revolutionists under pay, without any employment, excepting drawing their salaries, "by which means he keeps the country quiet;" any other condition would be the death-blow to his undertakings. At this time he is building a road from this place to cross the Andes, at a cost of sixty millions. For two years he has maintained peace, and although that is the average duration of that blessing in Peru, so that murmurings of a revolution begin to be heard, it is to be hoped that he will succeed in completing his projects, which will accomplish much in perpetuating the tranquillity in which alone the country can prosper.

Of the man undertaking these great things a correspondent writes:—"This Harry Meigs, you will remember, was one of the most enterprising residents of California. He built blocks of houses, ships, and railroads, until, embarrassed by some unexpected losses, he suddenly took his departure. The places that knew him once knew him no more, to their sorrow. As suddenly he loomed up in South America, the mighty proprietor of stupendous enterprises."

AN IMPORTANT QUESTION.

The Right of Stockholders to Examine Railroad Companies' Books.

An important decision was made this afternoon by Justice Brady, in the Supreme Court, relating to the right of stockholders to examine the books of a company.

Mr. Churchill, according to the recitals in the writ, was owner of ninety shares of the Erie Railway common stock. He applied within the thirty days before the election to Mr. Gould, the President, and Mr. Otis, the Secretary, for an inspection of the books, and was, he alleges, denied such inspection.

He then procured an alternative *mandamus*, directed to the company, and to Mr. Gould and Mr. Otis, requiring them to exhibit the transfer books or show cause to the contrary.

The company demurred to this writ that its recitals were not sufficient, and Mr. Gould that he had not control of the books and had not denied the relator their inspection.

The case was argued before Justice Brady, at the December term, and in a long and elaborate opinion delivered to-day he decided that the relator was entitled to a peremptory *mandamus*, and awarded him costs, inasmuch as he had not been permitted to examine the books of the company. As Mr. Gould was proceeded against as President of the company, and the company by its demurrer admits what Mr. Gould denies, he refused costs to Mr. Gould.—*N. Y. Evening Post, Saturday.*

—There is one man residing in the southwestern corner of Missouri who has not yet been mentioned for United States Senator, but he has hopes that his claims will yet be presented.

—An enthusiastic admirer of Frank Blair writes to the Missouri *Republican* that Blair ought by all means to be elected United States Senator, because a large majority of the Confederate soldiers prefer him.

—The city missionary of Norwich, Conn., enjoys a good cigar occasionally, but after trying one the other day which a "friend" had given him, and discovering to his cost that it had been previously filled with red pepper, he declared, as soon as he was able to speak, that it was a great outrage.

SECOND EDITION

Latest by Telegraph.

Cable War News.

PARIS ON FIRE.

Results of the Bombardment.

Fighting on the Loire.

Disaster to the City of Brooklyn.

Crew and Passengers Safe.

The Foreign Mail Service.

FROM EUROPE.

The Bombardment of Paris—Houses on Fire.

LONDON, Jan. 8.—(Special to the N. Y. *Herald.*)—Telegrams from Versailles to the London *Times* to-day say the American Consul has been permitted to leave Paris, and has arrived here.

The Prussian guns could easily shell the city.

Houses in Paris are on Fire

apparently. There has not been much firing to-day.

The French redoubt at Notre Dame de Clamont was occupied by the Prussians, and its fire turned against the French. There are no appearances of a sortie. The Prussian losses are still insignificant.

The Fighting on the Loire.

LONDON, Jan. 9.—The *Times'* special correspondent with the army of Prince Frederick Charles describes the fighting along the Loire, in the forest of Vendome and at Montoire, on the 6th inst., and says that the French retreated to the westward. The Prussians are following them, and meet with little resistance.

Disposal of German Prisoners.

LONDON, Jan. 9.—The Germans captured by the French are sent to the Island of Oleron, on the west coast of France, opposite the mouth of the Charente.

Many Bonapartist agents have been arrested in France.

FROM WASHINGTON.

The S. P. C. A. and Crowded Street Cars.

Despatch to the Associated Press.

WASHINGTON, Jan. 9.—The Society for the Prevention of Cruelty to Animals availed themselves of the deep snow yesterday afternoon and last night to inaugurate their principles. The president of the society, assisted by some of the members, were engaged in stopping the street cars on Pennsylvania avenue wherever, in their opinion, the cars were overloaded. The proceedings were not looked upon with favor by those who were required to get out and walk, and the consequent remarks of the pedestrians were anything but complimentary to the members or their society. By threats of arrest and actual arrests, they succeeded, in a number of instances, in reducing the loads to about one-half.

FROM THE PACIFIC COAST.

Foreign Mail Service.

SAN FRANCISCO, Jan. 9.—In the agreement made for mail service with the New Zealand Government, Messrs. Webb and Holladay bind themselves to secure, under a penalty of £1000 annually, exemption to that Government from all charges for mails between San Francisco and London, and between New York and San Francisco, imposed by the postal convention now in force between the United States and Great Britain. They also undertake to use their endeavors to secure a concession under which wool, the produce of any colony contributing to the subsidy, and flax of New Zealand, shall be admitted to the United States duty free.

FROM NEW YORK.

Ocean Steamer Disabled.

NEW YORK, Jan. 9.—The steamer Denmark reports that on January 4, in latitude 45·06, longitude 55·50, spoke the steamship City of Brooklyn, hence for Liverpool, under canvas, having lost the fans of her screw on the 2d instant. The mails and part of the cabin passengers had been transferred to the steamship Hansa, and would be landed at one of the nearest English ports, probably Queenstown or Southampton. The city of Brooklyn left this port on the 31st of December, and when spoken was 830 miles east of Sandy Hook. All were well on board, and as westerly winds are prevailing she would probably make Queenstown in 12 or 15 days.

THE SOUTH.

A Scene in North Carolina—Negroes in the Jury Box.

A correspondent writes from North Carolina:—In Fayetteville I saw an evidence of the new condition of affairs in the jury box of the court house. Six white men and six black men sat apart to hear and give the judgment of righteous impartiality in cases of contention. The foreman of the jury told me how the thing was managed. He said these men were, every one, of the very common sort of darkeys.

The proceedings of the court were an inexplicable muddle to them, and by the time a trial was over they had no opinion whatever on any case, save as the echoes of the last speech of the last lawyer might linger in their minds. When retired in deliberation, the white men, comparing notes, would agree upon a verdict. Then, turning to the colored jurymen, they would say: "Well, boys, what do you think of this?" stating the conclusion. Invariably the answer would be:—"Dat's all right. We thinks jes so. Jes as you say."

There is too much to burlesque the idea of citizenship in the present position of the negro to allow one to see him, in his new relations, with unmixed pleasure. Something better could have been devised for him, and certainly for the country, than the immediate elevation of all this colored mass to the station of full-fledged citizens. Kindness to the negro would have kept him out of the jury-box—would, for the present at least, have kept him back from offices which he has had no training and has no fitness for. This is political heresy, of course, but the facts are in support of the heresy.

FINANCE AND COMMERCE.

EVENING TELEGRAPH OFFICE,
Monday, Jan. 9, 1871.

The week opened moderately active, and the tendency of rates is slightly downward. At the banks regular customers are accommodated with all the funds they need to carry them through till the regular spring trade when the collaterals or securities are deemed satisfactory, but on this point there is a great deal of caution observed. In call loans there was a good demand at 5½@6½ per cent., but discounts continue dull in the absence of offerings of desirable grades. We quote at 7@8 per cent.

Gold is dull and steady, with sales at 110⅝@110⅞, closing at 110⅝.

Government bonds meet with a steady inquiry, and prices this morning show a further advance.

A large business was done at the Stock Board at a general advance. Sales of City 6s, new bonds, at 100½@100⅝. Lehigh Gold Loan changed hands at 87.

Reading Railroad was in demand and stronger. Sales at 49½@49⅝. Camden and Amboy advanced, selling at 120½@121. Pennsylvania sold at 62⅛; Lehigh Valley at 60; Minehill at 51; and Little Schuylkill at 42¾.

Canal stocks met with a good inquiry, but the sales were limited to Lehigh at 34⅛@34¼. 16⅝ was bid for Schuylkill preferred.

In the balance of the list the sales were limited to Thirteenth and Fifteenth Streets Railway at 21½; Tenth and Eleventh Streets Railway at 72; and a few shares of Corn Exchange Bank at 70.

The balance of the list was quiet but very firm.

PHILADELPHIA STOCK EXCHANGE SALES.
Reported by De Haven & Bro., No. 40 S. Third street.

FIRST BOARD.

$1500 City 6s, N..ls.100⅝
$1000 do........c.100⅝
$700 do.......ls.100⅝
$1000 do......2d.100⅝
$1800 do......b3.100⅝
$1000 Pa R 2 mt 6s.102
$40000 Sc N 6s '82.ls. b60.... 73⅜
$375 Leh 6s, '84.... 82½
$3000 Union Cl bs.ls 11
$2000 Leh gold L... 87
5 sh Corn Ex Bk. s5.... 70
50 sh Cam & Am R.120⅞
28 do.......ls.120½
100 do.......s.121
4 sh Minehill R. 51

120 sh Lit Sch RR.. 42¾
2 do.......... 42⅞
53 sh Read R...ls. 49⅝
8 do.........49·56
100 do.......... 49½
100 do.......c. 49½
200 do ls.s30. 49½
500 do......ls.49·55
25 sh Leh V R.... 60
200 sh Leh N.ls.b60. 34⅛
200 do.......ls. 34⅛
200 sh Penna.....ls. 62⅛
100 do......s5. 62⅛
13 do......ls. 62⅛
50 sh 13th & 15th R 21½
19 sh 10th & 11th.s5 72

MESSRS. WILLIAM PAINTER & CO., No. 36 S. Third street, report the following quotations:—U. S. 6s of 1881, 110¾@110⅞; 5-20s of 1862, 108¼@108⅞; do. 1864, 108½@108⅝; do. 1865, 108½@108⅝; do., July, 1865, 107⅜@107⅝; do., July, 1867, 107⅜@107⅝; do. July, 1868, 107⅜@107⅝; 5s, 10-40, 107⅛@107⅜; U. S. Pacific RR. Cy. 6s, 110⅛@110⅜. Gold, 110⅝@110⅞.

MESSRS. DE HAVEN & BROTHER, No. 40 S. Third street, Philadelphia, report the following quotations:—U. S. 6s of 1881, 110⅛@110⅞; do. 1862, 108⅜@108⅞; do. 1864, 108⅛@108⅜; do. 1865, 108⅛@108⅜; do. 1865, new, 107⅜@107½; do. 1867, do. 107¾@108; do. 1868, do. 108½@108⅝; 10-40s, 106⅞@107⅛. U. S. 30 Year 6 per cent. Currency, 110⅛@110⅜; Gold, 110⅝@110⅞; Silver, 105@107; Union Pacific Railroad 1st Mort. Bonds, 715@703; Central Pacific Railroad 900@910; Union Pacific Land Grant Bonds, 540@560.

NARR & LADNER, Brokers, report this morning Gold quotations as follows:—

10·00 A. M.	110¾	11·09 A. M.	110¾
10.20 "	110⅝	11·12 "	110⅝
10·31 "	110⅝	11·20 "	110⅝
10·40 "	110⅝	11·33 "	110⅝
10·48 "	110⅝	11·45 "	110⅝
10·53 "	110⅝	11·55 "	110⅝
11·00 "	110⅝		

Philadelphia Trade Report.

MONDAY, Jan. 9.—Bark—In the absence of sales we quote No. 1 Quercitron at $28 ₩ ton.

Seeds—Cloverseed is in small supply, and sells at 11@11½c. per lb. Timothy is scarce and nominal at $5·50. Flaxseed may be quoted at $2@2·10.

The demand for Flour has somewhat subsided, but holders are firm in their views. The receipts are quite moderate, and the stocks are very much reduced. About 800 barrels were taken, including superfine at $4·50@4·75; extras at $5@·50; Iowa, Wisconsin, and Minnesota extra family at $6·25@7; Pennsylvania do. do. at $6@6·50; Indiana and Ohio do. do. at $6·25@7·25; and fancy brands at $7·50@8, as in quality. Rye Flour may be quoted at $5·12½@5·25. In Corn Meal nothing doing.

There is a steady demand for prime Wheat, but the offerings are light, and prices well sustained. Other descriptions are very dull. Sales of Indiana red at $1·54@1·56; Delaware do. at $1·40; Pennsylvania do. at $1·40@1·45; and Western amber at $1·50. Rye may be quoted at 88@90c. for Western and Pennsylvania, and 77@78c. for Delaware. Corn is steady at the recent decline. Sales of 2000 bushels at 77c for yellow and 75@76c. for Western mixed. Oats are firm; 2000 bushels Pennsylvania sold at 57c. 10,000 bushels Canada Barley sold on private terms.

Whisky is quiet. Sales of 135 barrels Western iron bound at 93@94c.

Philadelphia Cattle Market.

MONDAY, Jan. 9.—The supply of beef cattle on sale to-day was quite large, and in the absence of much inquiry prices favored buyers. We quote choice at 8@8½c.; fair to good at 6½@7½c.; and common at 5@6c. per lb. gross. Receipts 2507 head. The following are the particulars of the sales:—

Head.
100 Owen Smith, Virginia, 8½.
85 Daniel Smyth & Bros., Western, 7@7¾.
52 Dennis Smyth, do., 6@8½.
54 A. Christy, Virginia, 7@8½.
40 Jas. Christy, do., 7@7½.
50 Dengler & McCleese, Western, 5½@7.
90 P. McFillen, do., 6½@8.
62 Ph. Hathaway, Chester co., 6½@8.
75 James Shill, Chester and Lancaster co., 7@8½.
31 B. F. McFillen, Western, 6@7½.
120 James McFillen, do. 7@8½.
80 E. S. McFillen, do., 7@8.
213 Ullman & Bachman, do., 7@8½.
250 J. J. Martin & Co., do., 5@8.
100 Mooney & Miller, do., 6½@8½.
76 Thomas Mooney & Bro., do., 7@8.
40 H. Chain, do., 5½@6½.
20 Joseph Chain, Western Pennsylvania, 5@6½.
93 J. & L. Frank, Virginia and Western, 6@7½.
75 Gus. Schamberg & Co., Western, 6½@7½.
100 Hope & Co., do., 6½@8½.
38 H. Frank, do., 6½@7½.
65 J. Clemson, do., 6½@8.
60 John McArdle, do., 6@7½.
40 R. Maynes, Virginia, 6@8½.
90 Blum & Co., do., 5½@7.
37 Charles Welker, W. Virginia, 5@6½.

Cows and Calves meet a good demand at full figures. Sales of 150 head at $45@65.

Sheep are in good supply, and dull at a decline. Receipts at the Park Drove Yard reached 11,000 head, with sales of good at 5@6c.; extra and heavy at 7@8c. ₩ lb. gross; and common at $2·50@3 ₩ head. 3500 head sold at the Avenue Yard within the above range of figures.

Hogs are in demand and firm. Sales of 3500 head at $9@9·75 @ 100 lbs. net.

LATEST SHIPPING INTELLIGENCE.

For additional Marine News see Inside Pages.

PORT OF PHILADELPHIA..........JANUARY 9

STATE OF THERMOMETER AT THE EVENING TELEGRAPH OFFICE.

8 A. M.........23 | 11 A. M.......27 | 2 P. M.......30

ARRIVED THIS MORNING.

Steamship Rattlesnake, Winnett, 60 hours from Wilmington, N. C., with naval stores, to Philadelphia and Southern Mail Steamship Co.

MEMORANDA.

Ship Wyoming, Jackson, hence, at Liverpool 6th inst., in 19 days passage.

MISCELLANY.

Br. steamer Denmark, Andrews, at New York yesterday from Liverpool, reports:—Jan. 4, lat. 45 06, long. 55 50, spoke steamship City of Brooklyn, from New York for Liverpool, under canvass, she having lost the fans of the screw on the 2d inst. The mails and part of cabin passengers had been transferred to N. G. steamer Hansa, from New York for Bremen, and would be landed at one of the nearest English ports, probably Queenstown or Southampton. The City of Brooklyn left New York on the 31st of Dec., and when spoken was 830 miles east of Sandy Hook. All were well on board, and, as westerly winds were prevailing, she would probably make Queenstown in 12 or 15 days.

Brig Glendale arrived at Southwest Pass 3d inst. with the cargo of schr Hy P. Russell, from Philadelphia for New Orleans, before reported wrecked on Bahama Banks.

THIRD EDITION

To-day's Washington News.

Nominations by the President

FROM WASHINGTON.

The San Domingo Business.

Special Despatch to The Evening Telegraph.

WASHINGTON, January 9.—The House Foreign Affairs Committee met to-day, and after a warm debate agreed to report Morton's resolution on San Domingo as a substitute for that of Banks. The vote stood as follows:—

Yeas—Banks, Orth, Judd, Myers, and Sheldon.

Nays—Ambler, Willard, Swann, and Wood.

After the morning hour Mr. Orth will move to proceed to the business on the Speaker's table. If this prevails the resolution will not be reported, but the Senate resolution will be taken up and passed.

Representation in the House.

The Judiciary Committee of the House at a meeting to-day agreed to fix the representation of members of the House at 280 members, to take effect in the Forty third Congress. A motion will probably be carried in committee to have it take effect in December, 1871.

Interest on the New Bonds.

Mr. Boutwell was before the Ways and Means Committee to-day urging that the interest on the new bonds be paid quarterly, as provided in the Senate bill. Without coming to a conclusion the committee adjourned until to-morrow.

The San Domingo Resolution.

WASHINGTON, Jan. 9.—In the House at 1·30 the motion was made to take the San Domingo resolution from the Speaker's table, but it was rejected—yeas, 121; nays, 62—two-thirds not voting in the affirmative.

Executive Nominations.

Despatch to the Associated Press.

WASHINGTON, Jan. 9.—The following nominations were sent to the Senate to-day:—James R. Hardenburg, to be Surveyor-General of California; E. J. Rhodes, Receiver of Public Moneys at Harrison, Ark.; John Torrence, Register at Harrison, Ark.; Stephen Coffin, Indian Agent at Warm Springs, Oregon; John A. Kellogg, Pension Agent at La Crosse, Wis.; John H. Knight, Register at Bayfield, Wis.; Robert W. Fitzhugh, Collector of Customs at Natchez, Miss.; William Hunter, Appraiser of Merchandise at Mobile, Ala.; Postmasters—Joseph Brussh at Aiken, S. C.; P. E. Ezekiel at Beaufort, S. C.; Martha F. Gordon at Coatesville, Pa.; Edward S. Hussey at Brazil, Ind.

FROM NEW YORK.

Destructive Fire.

NEW YORK, Jan. 9.—The Cleophine Oil Refinery at Greenpoint, Long Island, was burned this morning in consequence of an explosion of a still. The loss is reported at $1,000,000.

Ex-Lieutenant-Governor David R. Floyd Jones died this morning.

Lawrence Sullivan, the convicted murderer, has given up the lunacy dodge, and now eats voraciously.

New York Money and Stock Market.

NEW YORK, Jan. 9.—Stocks steady. Money at 6@7 per cent. Gold, 110⅝@110⅞. 5-20s of 1862, coupon, 108⅜; do. 1864, do., 108⅛; do. 1865, do. 108⅛; Virginia 6s, new, 63; Missouri 6s, 89⅞; Canton Co., 68; Cumberland preferred, 26; New York Central and Hudson River, 91⅞; Erie, 22⅛; Reading, 99; Adams Express, 64⅞; Michigan Central, 116⅞; Michigan Southern, 93⅞; Illinois Central, 138; Cleveland and Pittsburg, 104⅞; Chicago and Rock Island, 105⅛; Pittsburg and Fort Wayne, 92⅛; Western Union Telegraph, 45⅛.

New York Produce Market.

NEW YORK, Jan. 9.—Cotton firm but quiet; sales of 2000 bales at 15⅛c.; Orleans at 15⅝c. Flour unchanged; sales of 10,000 bbls. Wheat quiet and unchanged. Corn firm; sales of 2,000 bushels new mixed Western at 77@78c. Oats firm; sales of 24,000 bush. Ohio at 61@61½c., Western at 60@62½c. Beef unchanged. Pork firm; new mess, $20@20·25; old, $19·25@19·50; prime, $17@17·25. Lard firm; steam, 11⅞@12⅛c.; kettle, 12⅛@12⅜c. Whisky lower; Western free, 90½@90¾.

FROM BALTIMORE.

Death-Warrants Signed.

BALTIMORE, Jan. 9.—Governor Bowie has signed the death-warrants of John Howard, convicted of murder in Allegheny county; of Mary Wallis (colored), convicted of murder in Prince George's county; and of John Martin (also colored), convicted of rape in Frederick county. The executions are fixed to take place on the 10th of February.

Baltimore Produce Market.

BALTIMORE, Jan. 9.—Cotton firm but quiet; middling uplands, 14⅞@15c.; low middlings, 14⅛c. Flour dull but firm. Wheat firm but prices unchanged. Corn firm; yellow, 80c.; white nominally unchanged. Oats, 56@57c. Mess Pork firmer at $20·50. Bacon firmer; rib sides, 11½c.; clear rib 12c; shoulders, 9⅞@10c. Hams, 16@18c. Lard 12⅞@13c. Whisky steady at 90@91c.

FROM NEW ENGLAND.

Paper Mill Burned.

BOSTON, Jan. 9.—One of the paper mills of Thomas Rice, Jr., at Newton Falls, was burned yesterday. Loss, $30,000; insurance, $15,000.

CONGRESS.

FORTY-FIRST TERM—THIRD SESSION.

Senate.

WASHINGTON, Jan. 9.—Numerous memorials were presented from residents of the South for relief from political disabilities, and by Mr. Conkling, from the New York Chamber of Commerce, upon the importance of laying a submarine cable from our western coast to Asia, and of providing against monopoly in that regard.

Also, from citizens of Baltimore protesting against the injustice of the appropriations of public money for sectarian purposes, and asking for an amendment to the Constitution prohibiting the appropriation of money raised by taxation for any religious object.

Mr. Fenton presented the petition of bakers, soda-water manufacturers, and grocerymen of the city of New York, praying the enactment of a law for the redemption of the copper coin of the United States. He also introduced a bill to carry out the prayer of the petitioners.

Bills were also introduced and referred to appropriate committees, as follows:—

By Mr. Ramsey, to provide for the construction and completion of the harbor of Duluth, State of Minnesota. Also, for ocean steamship service from the head of Puget Sound to the Sandwich Islands.

By Mr. Pratt, a joint resolution for the relief of certain Indians residing in Michigan and Indiana.

By Mr. Warner, for the appointment of an additional judge for the District Court of Alabama.

Other legislation of minor importance was introduced.

The Senate then took up, as the business of the morning hour, Mr. Sherman's bill revising the laws relating to the mints, assay offices and coinage of the United States.

The Vice-President laid before the Senate a message from the President, in response to a Senate resolution, transmitting a report of the Secretary of State covering the correspondence between Mr. Motley and the State Department.

On motion of Mr. Morton it was laid on the table and ordered to be printed.

Thursday next was fixed for the consideration of the bill to reimburse States for moneys advanced during the Rebellion.

House of Representatives.

Bills were introduced and referred as follows:—

By Mr. Duke, to supply universities and colleges with copies of all Congressional documents.

By Mr. Platt, regulating the compensation of the Collector of Customs at Petersburg, Va.

By Mr. Cobb, to promote the utility of the Congressional library.

By Mr. Buck, to provide for the appointment of an additional United States judge in Alabama.

By Mr. Sheldon, of Louisiana, granting the right of way through the public lands to the New Orleans and Northeastern Railroad Company.

By Mr. Arnell, to set apart all moneys arising from the sale of public lands for five years to the common schools of the South.

By Mr. Williams, granting the right of way for a railroad from the Central Pacific Railroad in Utah to Walla Walla in Oregon.

By Mr. Conger, relinquishing jurisdiction of the United States over part of the Fort Gratiot Military Reservation, Michigan.

By Mr. Clark, of Texas, to reimburse Texas for expenditures in protecting the frontier from hostile Indian tribes.

By Mr. Loughridge, in relation to railroad bridges across the Mississippi.

By Mr. Sawyer, extending the benefit of the Military Asylum to volunteers of 1812.

Also, to provide a building for a post office, etc., at Oshkosh, Wisconsin.

By Mr. Axtell, for the relief of settlers on public lands in California.

By Mr. Johnson, defining swamp lands; also, for the relief of distillers of brandy from grapes exclusively.

By Mr. Wilson, of Minnesota, to enable soldiers, sailors, and marines to pre-empt lands at the minimum price on the alternate reserved sections of railroad grant lands; also, to provide for the construction and completion of the harbor of Duluth, Minn.

By Mr. Orth, granting bounty to sailors for the destruction of enemies' property.

By Mr. Duvall, granting condemned ordnance for a soldiers' monument, at Wheeling, W. Va.

By Mr. Kellogg, for the improvement of the Hoosatonic river, Ct.; also, relative to the extension of patents.

By Mr. Jenckes, to regulate the manner of making appointments in the civil service.

By Mr. Churchill, to amend the act of the 31 May, 1870, to enforce the rights of citizens to vote in the several States.

Mr. Kellogg offered a resolution requesting the Committee on Ways and Means to report a bill for the repeal of the income tax. Adopted.

Mr. Starkweather, by unanimous consent, offered a resolution referring all bills, resolutions, petitions, and papers now before Congress or any committee of either house, on the subject of ocean telegraph cables, to a joint committee of five members of the Senate and eight of the House, with power to send for persons and papers and to report at any time. Adopted.

Subsequently Mr. Wood asked to have the resolution again read, remarking that it had not been understood. He said it was an attempt to take from the Committee of Foreign Affairs what had been entrusted to it, and had been reported on by it.

The Speaker remarked that the resolution had been read and acted on deliberately, and that it could not be reconsidered.

Mr. Myers, of Pennsylvania, inquired whether a resolution could not be adopted annulling the one just adopted.

The Speaker replied in the affirmative.

Mr. Kelsey, of New York, introduced, and moved to put on its passage, a bill to authorize the building of a military and postal railway between Washington and New York. He stated that it was the same bill in substance as that which was on the Speaker's table since the last session. He introduced it at the request of Mr. Ingersoll, the author of the bill, on the call of the State of New York for bills, as the call would not extend to-day to the State of Illinois.

A point of order was made by Mr. Eldridge against the right of introducing the bill, but the point was overruled by the Speaker.

During the reading of the bill the morning hour expired, and the bill went over till next Monday.

Mr. Orth moved to suspend the rules to take from the Speaker's table and pass the Senate joint resolution authorizing the appointment of commissioners in relation to the annexation of Domiaica. He remarked that the Committee on Foreign Affairs had this morning by a majority vote agreed to that joint resolution.

Mr. Wood made a point of order as to whether that motion could be made.

The Speaker overruled the point of order, and decided the motion to be in order.

All the Democrats voted in the negative, and the following named Republicans:—Ambler, Beatty, Boyd, Finkelnburg, Hoar, Peters, and Willard.

Continued in our next Edition.

THE NEW LINCOLN STATUE.

Private View of Vinnie Ream's Work—It is Pronounced a Success—History of the Sculptor and her Work.

The Washington *Star* of Saturday gives the following account of the work and its author:—

The workmen prepared to lift this veil, and there was a sudden hush in the buzz of conversation, in anticipation of the event. It must have been an anxious moment to the courageous little sculptor, and to her personal friends present. Could it be that the fragile youthful figure standing there, pale and anxious, and rendered more childlike in appearance by her petite form and wealth of Dora-like curls, had made a success where so many older sculptors—Brown notably and recently—had failed?

The veil was raised slowly, disclosing first the base, bearing the simple words "Abraham Lincoln:" then the well-remembered form; and, finally and essentially, the head of the patriot-martyr. There was a momentary hush, and then an involuntary, warm, and universal demonstration of applause gave the verdict of the distinguished and critical gathering, and assured the artist that her work was to be set down a success. There was another pause, while a more deliberate view was taken; and then another and another round of applause confirmed and rendered final the involuntary decision from the first impression.

And then everybody turned to where the little sculptor-girl stood, a little in the rear, with glad tears in her eyes, and congratulations were poured in upon her from all quarters, official and unofficial; the Illinoisans present being foremost in expressing their satisfaction with her representation of the man they revered. The expressed opinion of Senator Trumbull and others from that State was that the statue gives that thoughtful, benignant expression familiar to those who knew Mr. Lincoln best, and which was best worthy perpetuating in marble.

On all the points at issue, of likeness and artistic excellence, the opinion of so competent an authority as the distinguished painter Kellogg, who has both a European and American reputation, will be read with interest, and we subjoin it in place of any less competent description of our own:—

"The features of Mr. Lincoln are admirably rendered, and it was this faithful delineation of character which obtained for Miss Ream the commission for this statue over many abler competitors. The head and features are forcibly yet truthfully modelled, the hair boldly managed in flowing masses, as by the skill of experience; and the expression of sadness, mingled with benevolence, is touchingly portrayed, well conceived, and appropriate to the expression and meaning of the statue. The head, bending slightly forward and downward, seems to regard with anxious solicitude the multitude of a newly liberated people, to whom is presented, by the right hand, the 'proclamation' of their emancipation. A long circular cloak covers the right shoulder and arm, falls backward off the left, being held partially under the forearm and caught up by the left hand, which grasps its ample folds as if in readiness to cover with the protecting mantle of the Government the defenseless beings who are to receive the inestimable boon of freedom; a beautiful thought of the artiste—aptly and ingeniously symbolized. The cloak is happily arranged to give breadth as well as dignity to a very tall and meagre figure.

It plays also a useful part in aiding to support, where it touches the ground, the weight of the statue. The figure is well poised, standing firmly and naturally; and its action is in perfect harmony with the idea represented. There are no unnecessary or trivial details in the drapery to mar the grandeur of effect, large masses being introduced with such artistic knowledge and feeling as to give manliness and dignity to the subject.

Miss Ream was born in Madison, Wisconsin. Her father, Robert L. Ream, was Territorial Treasurer of Wisconsin under Governor Dodge, and subsequently held various other public positions in the State. He came to Washington during the last year of Fillmore's administration, and took a position as draughtsman in the General Land Office. Afterwards he went to Kansas as chief clerk for Surveyor-General Calhoun. During the time he was in Kansas, his children were sent to school at the Christian College. Miss Ream, when very young, wrote verses which attracted considerable attention, and afterwards gave much attention to music. By copying a medallion she attracted attention to her powers with the knife and chisel.

Since she has been in Europe, she has received marked attention from many eminent artists, and, among others, Father Hyacinthe, Cardinal Antonelli and Liszt gave her sittings for their busts.

READING RAILROAD COMPANY.

Its Annual Meeting—The Report of the Operations for the Year 1870—The Election of Officers for 1871.

The annual meeting of the stockholders of the Philadelphia and Reading Railroad Company was held to-day at the office, No. 227 South Fourth street. The meeting was organized by Edward S. Whelan, Esq., taking the chair, and J. W. Jones, Esq., being selected to act as Secretary.

The Secretary then read the proceedings of the last annual meeting, which were approved.

The Annual Report.

President Franklin B. Gowen then read the following report of the operations of the year 1870:—

To the Stockholders of the Philadelphia and Reading Railroad Company.

The Managers submit the following

Report

of the receipts and expenditures for the year ending November 30, 1870, together with the Treasurer's general balance sheet, exhibiting the financial condition of the company at that date:—

(Here follow the usual transportation and income accounts, which we omit), as they are given below in condensed form.)

The following tabular statement in detail, for each branch of traffic, shows the comparative results of the year's business:—

1869.

Travel,	435,754 passengers	$1,184,086
Merchandise,	1,422,738 tons	1,579,629
Coal,	4,239,457 tons	8,346,240
Mail		29,170
Miscellaneous		69,342
Gross receipts		$11,208,381
Gross expenses		6,876,313
Net profits		$4,332,068

1870.

					Per Cent.
Travel,	446,328 pass.	$1,205,539	Inc.,	$21,633	1 8-10
Mdse,	1,754,843 tons	1,690,444	Inc.,	110,821	7
Coal,	3,750,990 tons	6,498,871	Dec.,	1,847,069	22 1-10
Mail		34,242	Inc.,	5,072	17 4-10
Miscellaneous		142,271	Inc.,	72,929	20 2-10
Gross receipts		$9,571,367	Dec.,	1,637,014	14 6-10
Gross expenses		6,508,786	Dec.,	367,527	5 3-10
Net profits		$3,062,581	Dec.,	1,269,487	29 3-10

Gross expenses, including Renewal Fund, rents of lateral roads, taxes, etc., in the year 1869, were 61 35-100 per cent. of gross receipts.

Gross expenses, including Renewal Fund, rents of lateral roads, taxes, etc., in the year 1870, were 68 per cent. of gross receipts.

The receipts and expenses, per passenger and per ton, have been as follows:—

1869.

Per passenger,	cost	$1·44	received	$2·71 7-10
Mdse., per ton,	cost	59 7-10	received	1·11
Coal, per ton,	cost	85 8-10	received	1·96 9-10

1870.

Per passenger	cost	$1·32 4-10	received	$2·70 1-10
Mdse., per ton	cost	46 1-10	received	96 3-10
Coal, per ton,	cost	89 8-10	received	1·73 3-10

In this statement and in those of a similar character which have appeared in previous reports of the company, the amounts representing the cost per passenger and per ton of merchandise and coal respectively, include only such expenses as appear in the Transportation and Income account under the heads of Running account, Workshop account, Depot account, Superintendence account, and Road way department—the latter embracing bridges buildings, machinery, Richmond wharves, Police and sundries—and do not include the items under the several heads of "Drawbacks and Allowances; Rents and Ground-rents, etc.; Renewal Fund, and interest on bonded debt, and on bonds and mortgages; and in ascertaining the cost and receipts per ton of coal, the divisor used has been the aggregate coal tonnage of the main line only. To exhibit the actual cost of these several items of traffic, including all the disbursements of the company shown under the heads last named, and to show the average cost and receipts per ton of coal, calculated as well upon the coal tonnage of the main line only, as upon the entire coal tonnage of the company, the following statements have been prepared:—

1. Including Renewal Fund, Rents of Laterals, Taxes, Interest, etc., and based upon Coal tonnage of Main Line only:—

1870.

Per passenger, cost	$1·84 8-10	received $2·70 1-10
Mdse. per ton, cost	·68 1-10	received ·96 3-10
Coal do. do	1·35 3-10	received 1·73 3-10

2. Including Renewal Fund, Rents of Laterals, Taxes, Interest, etc., and based upon entire Coal tonnage of the Company on Main Line, and on the branches or laterals:—

1870.

Per passenger, cost	$1·84 8-10	received $2·70 1-10
Mdse. per ton, cost	·68 1-10	received ·96 3-10
Coal do. do.	1·09 5-10	received 1·40 3-10

In all of these statements it must be borne in mind that the entire costs of working the road, renewal, interest, etc., is charged against passenger, merchandise, and coal traffic, leaving nothing to the debit of the receipts from mail and miscellaneous service.

The result of the year's business, as condensed from Transportation and Income Account, may be stated thus:—

Receipts over cost of working the road			$3,062,581·70
Add balance of interest account, etc.		$221,718·08	
Less drawbacks on traffic of 1869	$71,692 37		
Loss on business of Schuylkill Canal, as below	11,973·88	$83,666·25	
			$138,051·83
Amount to credit of Reserved Fund, 1869		623,743·32	
Amount of U. S. tax on dividend of January, 1870, deducted from income in last report, which was not paid and which, by decision of U. S. Circuit Court, is not due		110,828·48	734,571·80
Amount heretofore deducted from income for account of Sinking Fund of loans, now all either converted into stock or cancelled		636,050·60	
Less other Sinking Funds overestimated		143,713·01	492,337·50
			$4,427,542·92
From which deduct—			
Debit balance of Renewal Fund		$56,204 67	
Interest on bonded debt		517,747·00	
Interest on bonds and mortgages		65,426·63	
Sinking funds		68,600·00	707,978·30
Dividend fund of 1870			$3,719,564·62
Out of which has been paid in July, 1870:—			
Five per cent. dividend on $30,401,600·28		$1,520,080·01	
U. S. and State taxes on do.		123,179·56	1,643,259·57
			$2,076,305·05
There has been declared a dividend payable in cash on the 2th of December, 1780, of 5 per cent. on the preferred and common stock—$31,411,600·28		$1,570,580·01	
State tax		78,529·00	$1,649,109·01
			$427,196·04
From this deduct the following sums for new work, the aggregate of which is charged against income account as representing the average gold premium upon the amount of the convertible 7 per cent. bonds of the company, issued upon a currency basis during the year:			
New tracks and sidings, main line		$158,770·11	
New tracks and sidings, laterals		27,822·93	
New bridges		5,145·98	
New depots		19,727·55	
New retaining wall Mount Carbon and Port Carbon Railroad		11,667·15	
New hoisting and dumping machine at Richmond		2,447·75	225,281·47
Balance of reserved fund			$201,914·57

During the year just closed the coal traffic of the company was very seriously diminished in consequence of the protracted suspension of mining operations in the first and second coal fields. For two weeks in the month of March, and for the entire period between April 1st and August 1st, there was an almost total cessation of transportation of anthracite coal, and out of the forty weeks constituting the shipping season of 1870, fully one half was lost to the com-

Continued on the Eighth Page.

SPIRIT OF THE PRESS.

Editorial Opinions of the Leading Journals upon Current Topics—Compiled Every Day for the Evening Telegraph.

A POWER GROWN UP IN THE STATE GREATER THAN THE STATE ITSELF.

From the N. Y. Herald.

Such was the expression of Governor Palmer, of Illinois, in his message to the Legislature on the 4th of this month. The Governor was referring to the control of the railroad corporations of the State, and in that connection made the above remark, saying, however, that to say the State has not power, acting through the appropriate legislative department as determined by the constitution, to control the management of railroad corporations, is to assert there has grown up a power greater than the State itself. He believes the State has the power to regulate the rates imposed by railroads as common carriers, so as to prevent extortion, oppression, or unjust discrimination against or in favor of localities or individuals, or to investigate their management and prevent the employment of vast sums of money under their control for purposes of corruption. No doubt the separate States have this power over railroads within their limits, and we believe the Federal Government has similar power over the great lines that run through the different States under the clause of the Constitution that gives it power to regulate commerce among the several States. These railroad lines are as much the arteries of commerce among the States as the great lakes, the rivers or the sea coast. But what is the use of talking about State Governments controlling the management of railroads? The railroad magnates can buy up almost any of the State Legislatures or Governments. The railroads are really a power greater than the State itself. It is a matter of doubt even whether they cannot control Congress or the Government at Washington as well. The time is coming, and not far off, when the Federal Government will be called upon imperatively by the people to protect them from the exactions and tyranny of the railroad corporations and to control these powerful institutions. Governor Palmer has sounded the note that will awaken attention and opposition to a dangerous and overbearing monopoly.

SPANISH INFLUENCE AT WASHINGTON.

From the N. Y. Sun.

The two letters of Secretary Cox which were put in evidence in the late trial of the case of the steamer Florida, seized for an alleged violation of the neutrality laws, are remarkable as showing the glaring contradiction between the professions of the administration and its actions towards the Cuban patriots. Mr. Cox says explicitly to General Darr, the owner of the Florida, that the Government cannot legally and will not stop the shipment from this port, *as merchandise*, of articles contraband of war, and that it is only against the fitting out of naval or military expeditions that the neutrality laws operate. This is undoubtedly the true doctrine, and it has constantly been acted upon in this port by Spain itself, and by the agents of France. It matters not what the nature of merchandise may be—whether it be provisions, or guns, or gunpowder, or clothing, or any other articles useful for military purposes—so long as it is nothing but merchandise, neutrals may lawfully ship it to any belligerent they please, taking, of course, their own risk of its safe delivery to the purchasers.

But this being so, how does it happen that every time the Cubans here attempt to send arms and ammunition to their friends in Cuba our Government officiously steps in and seizes their vessel? Here is the Florida, detained in this port for months merely because she was loaded with articles calculated to be of service to the Cuban army. She was not even going to Cuba, but to Vera Cruz, a port in Mexico; and her detention was utterly unjustifiable. There is not a particle of evidence that she was to carry men, or to undertake any naval operations against Spain. The only possible explanation of this exhibition of superserviceable zeal is to be found in the fact that Mr. Sidney Webster—a member of the law firm of Webster & Craig, which has been hired to do the dirty work in this country of Spanish despotism—is the son-in-law of the Secretary of State, and abuses his relationship to manipulate the machinery of the Government to his own benefit. Then there is the bribe-taker Bancroft Davis also in the State Department, who has been in the scheme with Webster to procure the purchase by the United States of Cuba from Spain, that they may share in the fat commissions which are to be made by the transaction. These are the reasons why Cuba is so unjustly treated by the administration, and why her agents and friends are persecuted with such unremitting malignity.

THE MOTLEY SCANDAL.

From the N. Y. World.

Mr. Morton, who is now the administration henchman in foreign affairs, has introduced into the Senate a resolution intended to unfold to public gaze the dirty linen of the Motley affair. It will be observed that it was a partisan of the President—one supposed to get inspiration in such matters directly from the White House—who initiated the exposure of this personal muss in the Republican ranks to the gaze of Great Britain and the Continent of Europe. Much as a truthful inner history will, we doubt not, tend to the further just disgrace of the administration, we would have preferred that the whole correspondence remain among the buried and secret archives of this Government. Exposure may, and doubtless will, injure both Grant and Motley in public estimation; but, by a sort of reflex action, it will at the same time tend to harm the good name of the republic. Now, however, that the administration deemed it necessary or prudent for its own interests to make a portion, at least, of the scandal public, we are glad that Mr. Sumner endeavored to put a probe to the core of the sore, and thereby bring out even the bottom ferment of the putrid matter. This journal, on the announcement of Mr. Motley's appointment, characterized it as it deserved, and since then it has not failed on proper occasions to repeat and to enforce our estimation of Mr. Motley's fitness. If Grant had himself been suitable either for nomination or election to be President, he would by personal observation or inquiry at first discovered that of which only a few months ago he gave public evidence he had learned. It is the general impression that Mr. Sumner initiated and first presented to Grant's mind the project of making Mr. Motley Minister to England. We are curious to know if that be really so, and we hope the coming correspondence, or the debate thereon, will uncover the fact. There are those who insist that the appointment of Motley was a scheme born in Grant's brain out of the Andrew Johnsonophobia which had possession therein during the early days of his official life as President; that he soon discovered his mistake, and contemplated the appointment instead of Mr. John Jay, now Minister in Vienna; and that it was this last proposition which aroused the forces of Mr. Sumner to secure Motley, not because he especially vindicated the fitness of the latter, but preferred him to Mr. Jay. Then, too, in regard to the Sumner speech upon the Johnson-Clarendon treaty in the Senate, the public was told at the time that Grant boasted he had read the publication three times, and agreed therewith entirely. Is this so? There are many other points of this unfortunate controversy which, if it is to be exposed at all, the public will be desirous to know all about, but which we have not time to particularize at this moment. Of one item, however, everybody will wish to be informed; which is, at what period and on what point did the differences between Grant and Motley, on the one hand, and Grant and Sumner, on the other hand, begin; and why was Motley removed at the time he was, rather than at another time?

A CRY OF THE INCURABLES.

From the N. Y. Tribune.

Few of our public or State charities are more neglected than the asylums for the insane. They are inadequate in number and size, and painfully defective in their organization. The latest reports show that they are frightfully overcrowded, the New York City Asylum, for instance, having more than 1200 patients, though originally built to accommodate but 600. There are only seven of these institutions in the State, of which the one here is the largest, and these are expected to care for over 9000 patients.

As now organized, the State asylums are merely hospitals for the cure of the insane. We have in the whole State not a single home for the numerous incurables. After six months, when the insane patients are pronounced incurable, they are, by law, expelled from the asylums, as no longer having the legal qualifications for residence. They are returned to their friends, if they happen to have any, or to the counties whence they came, if they are doubly unfortunate in being pauper patients. What happens to them in this event is too horrible to imagine. The great majority are prematurely buried in the "insane departments" of the county workhouses. Here, in damp, dark, unfurnished cells, which are seldom cleansed, without beds, or even straw, to lie upon, the unfortunates are abandoned to die without medical attendance, and little care of any kind. In every county work-house in this great and wealthy State, from ten to one hundred and fifty incurables are thus left to perish miserably within the shadow of wealthy churches and the hearing of Christian voices.

The Legislature last winter made an appropriation to aid in the building of an additional institution at Middletown, which should be at once a hospital for the cure of the temporarily insane and a home for incurables. The charter was granted to an association of Homeopathic physicians, and the design is that all patients received shall be subject to that treatment. If successful in their object, these gentlemen will have built and organized the only Homeopathic Asylum for the Insane known to exist in the world.

THE MONOPOLY QUESTION.

From the Chicago Post.

The question of monopoly, as presented by the operations of warehouse, railway, and transportation companies, is one of the most important which will come before the General Assembly of Illinois, now in session. It is one in regard to which there are acknowledged difficulties, both theoretical and practical. No subject is so lengthily discussed by Governor Palmer in his message, and there is evidently none to which he has devoted more careful study or more profound reflection. The settlement of the question involves considerations of national law. It invokes principles lying at the very foundation of our political system. It touches upon the principles of those great questions which brought war and all its woes upon this country, and which are yet settled more by virtue of force than willing agreement.

Nor are the practical difficulties less apparent than those which go to the reason of the issue. The immense operations of railway companies, their vast moneyed power, their transactions extending through different States have brought forth new material, new commercial questions, which came directly home to all the people every day. And these new facts make absolutely necessary either the establishment of new legal principles and jurisdiction, or the extension of the application of old principles and jurisdiction to such a degree as fairly to amount to a new system.

The plan recommended by the Governor of Illinois for the settlement of this whole question of railway warehouse monopoly is the creation of a Board of Commissioners with full powers in the premises. This plan has been suggested by eminent statesmen who have given the subject their attention, and it is entitled to fair consideration, and perhaps actual trial. This is certain:—That the General Assembly should leave no reasonable remedy against the monstrous evils by which the people are afflicted untried. That a board of commissioners, with ample powers to try and settle all questions of the kind, if composed of thoroughly intelligent men of unquestionable integrity, would accomplish great good, perhaps succeed in curing the evils entirely, we may well believe. The proposed plan should receive the most careful consideration from the Legislature, and whether it be adopted or not, something efficacious should be done. Otherwise, it will not be many years till the people, *en masse*, will practically take hold of the question and settle it by the utter overthrow of every monopoly of the sort under notice.

REPUBLICAN REORGANIZATION.

From the N. Y. Times.

There are several very satisfactory statements in Mr. Greeley's address on the occasion of his accepting the chairmanship of the Republican General Committee. He said, for instance:—"I cannot afford to be identified with a faction: if I act at all it must be in the interest and with the approval of the entire party." This decision would lead us to suppose that Mr. Greeley will not go on long without finding many things to object to in the course of men like Manierre, Smith, and Andrews, who are receiving the devil's pay, and consequently, it is to be presumed, are doing the devil's work. That sort of hire is seldom given without due service for it being performed. Again, Mr. Greeley gave the following pledge:—"Let me here say frankly that I, for one, shall in no case dispute the authority nor defy the mandates of the State Committee, even though it should direct that this committee be disbanded or superseded." An assurance of this kind is only what we have a right to expect from one whose devotion to the Republican party ought not to be questioned, although the wisdom of his judgment may be fairly open to suspicion, like that of every other public man.

The main point to be decided is whether, under present circumstances, men who are in the pay of Tammany are fit to take a leading and responsible part in directing the counsels of the Republican party. There was a time, no doubt, when the question was of less importance than it is now. But Tammany, as we know it to-day, has forfeited all claim to be treated as a political organization, in the ordinary interpretation of those words. It is simply a vehicle for obliterating truly popular government, and enlarging the fortunes of half a dozen men. It is identified with fraudulent government, a corrupt judiciary, and a dishonest application of the public money. No one can doubt these facts. They have been admitted freely in Democratic journals, and time aggravates the evils rather than cures them. With Tammany, therefore, no true Republican can possibly have anything in common. If a Republican enters its service, it is because he has been unable to withstand the corrupt influences which an unlimited use of money has placed at the service of Sweeny and his friends. The harder a man works for Tammany, the further does he place himself outside his own party.

LOW WAGES FOLLOW A LOW TARIFF.

From the Baltimore American.

Continually we meet sectional prejudice from our growing sister States of the West, supported by an occasional throb of disapprobation from the reconstructed section that, being agriculturalists and producers of the precious metals, to support a protective tariff is direct opposition to their immediate interests.

How vain to speak of sectional interests when everything advantageous to one portion of this glorious Union in so extended a sense is necessarily so of the whole!

What makes the great inducement to political leaders of the outs to seize on this subject for agitation to further their ends is, that it involves questions and principles of which none but the initiated few are at all cognizant. Those governing the balance of trade, supply and demand, capital and labor, as well as the mediums of exchange and legal-tenders. Naturally the plausible side of any question that we do not thoroughly understand is the one we accept when ingeniously presented to us.

If foreign manufactures are admitted duty free, the low rates of labor in European marts enable the foreign producers to furnish them at much lower prices than any of our manufacturers can possibly compete with. Of course, the result would be paralyzing of all manufacturing interests at home.

The millions now congregated at the great centres in such a case would be compelled to disperse through the rural districts in search of subsistence; and the great markets for grain, beef, etc., would be destroyed. Of course we are told that the foreign market will be open—so it is to-day, so it would be with even higher duties. England, Germany, and France will never be so magnanimous towards this country as to purchase from us articles they do not require, and if they want breadstuffs to-day they will buy them; and thus enable us to preserve the equilibrium of trade.

If we were purchasing from them thousands where to day we buy only hundreds, the balance of trade must necessarily be against us, and that balance is to be continually made up by specie exports.

The failure of remunerative employment for capital reduces all demand for labor, and as the law of supply and demand is self-acting, the price of all labor must necessarily fall. Then, with a contracted currency, the result of a specie basis—to which we are immediately forced by our heavy dealings with foreign markets and a continuous drainage of specie, caused by the excessive balance of trade against us—we are left without capital, without a currency, without employment for our many stalwart forms, and without bread for the many hungry mouths. Ultimately, commercially and nationally bankrupt, without friends; we had almost said without foes. But, alas! the buzzards always seek the carcase.

The natural opposition of tyranny to freedom would, of necessity, bring down upon us, like birds of prey, all the ruling powers of Europe. Then, America, the beacon light to which the oppressed of the world have ever looked with hope for the future, would be reduced to a third-rate power.

WATCHES, JEWELRY, ETC.

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Our stock has been largely increased for the approaching holidays, and new goods received daily.

Silver Ware of the latest designs in great variety, for wedding presents.

Repairing done in the best manner and guaranteed. 5 11 fmw§

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GIRARD ESTATE.

GIRARD ESTATE.—IN COMPLIANCE WITH the twenty-fourth section of the will of Stephen Girard, the President of the Board of Directors of City Trusts and the Superintendent of the Girard Estate have prepared the following:—

GIRARD COLLEGE.

209 pupils born within old city limits.
325 pupils born in other parts of Pennsylvania.
39 applicants awaiting admission.
550 will be kept steadily in the college.

Application can be made in person to No. 19 South FIFTH Street, between 9 and 2 o'clock on the first MONDAY of each month for the admission of poor white fatherless boys, between 6 and 10 years old born in Pennsylvania. To increase the facility in applying for the admission of boys born in this State, but living at a distance from the city, HENRY W. AREY, Secretary, will, when written to, furnish a form of application in writing. Boys born in the present city of Philadelphia, outside of the old city limits, say between Vine and South streets, have no preference in admission over those born in the more distant counties of the State. Children must be bound to the city, and are taught, clothed, and maintained at the expense of the trust, and then indentured to trades and other suitable occupations until they become twenty-one years of age.

WILLIAM WELSH, President.

CONDENSED STATEMENT OF THE AFFAIRS OF THE ESTATE.

I.

Stocks and Loans appropriated for the improvement of the eastern front of the city and Delaware avenue:—		Par Value.
United States Ten-forty Five per cent. Loan		$4,900·00
City of Philadelphia Five per cent. Loan		7,300·00
City of Philadelphia Six per cent. Loan, free of tax	$154,500·00	
City of Philadelphia Six per cent. Loan, taxable	54,100·00	208,600·00
City Gas Six per cent. Loan		10,000·00
22 shares of stock in the Insurance Company of the State of Pennsylvania		4,400·00
42 shares of preferred stock Union Canal Company		2,100·00
Union Canal Company of Pennsylvania Six per cent. Loan		1,000·00
Schuylkill Navigation Company Loan, 1870, Six per cent		242,195·84
Schuylkill Navigation Company Loan, 1882, Six per cent		2,350·00
City of Philadelphia Six per cent. Loan, free of tax, temporary investment		79,500·00
Loan to city of Philadelphia, on city loan certificate, No. 6½, for four months		36,500·00

II.

Stocks and Loans, comprising the Residuary Fund:—		Par Value.
United States Five-twenty Six per cent. Loan		$2,530·00
United States Ten-forty Five per cent. Loan		10,700·00
City of Philadelphia Five per cent. Loan		4,300·00
City of Philadelphia Six per cent. Loan, free of tax	$140,500·00	
City of Philadelphia Six per cent. Loan, taxable	22,300·00	162,800·00
Schuylkill Navigation Company Loan, 1870, 6 per cent		1,933·64
Loan to Franklin Institute		1,000·00
100 shares of stock Philadelphia Exchange Company		10,000·00
2200 shares of stock Schuylkill Navigation Company		110,000·00
408 shares of stock Chesapeake and Delaware Canal Company		20,400·00
102 shares of stock Chesapeake and Delaware Canal, received as dividend		5,100·00
153 shares of stock Chesapeake and Delaware Canal received as dividend		7,650·00
1 Certificate Schuylkill Navigation Co. Boat Loan, 7 per cent., received as dividend		6,600·00
2 shares of stock Germantown and Perkiomen Turnpike Company		200·00
1 share of stock Susquehanna and Lehigh Turnpike Co.		100·00
1 bond for Loan to Ridge Road Turnpike Company		10,000·00
1 bond for interest on loan to do. do.		900·00
Schuylkill Navigation Company Loan, 1882, received for interest		241·68
Supposed to be of no value:—		
1000 shares of stock of stock Danville and Pottsville Railroad Company.		
1 share of stock Centre Bridge Company.		
1 share of stock Philadelphia Domestic Society.		
10 shares of stock Bustleton and Smithfield Turnpike Road.		
1 share of stock Downingtown, Ephrata, and Harrisburg Turnpike Road.		
1 share of stock newspaper called *Le Courrier des Etats-Unis.*		
Loan to city of Philadelphia, on city loan cerificate No. 6½ for four months		$103,500·00

III.

Loans appropriated to purchase Fuel for "Poor white housekeepers and roomkeepers" in the city of Philadelphia.

1 Certificate of Loan Schuylkill Navigation Company, 1870, 6 per cent	$9,089·37
1 Certificate of Loan Schuylkill Navigation Company, 1882, 6 per cent. received for interest	272·63

IV.

Loans and cash comprising the legacy received from the estate of Lawrence Todd, deceased, of Illinois:—

United States Loan, 1881, 6 per cent	$7·000·00
City of Philadelphia 6 per cent. Loan, free of tax	17,200·00
Balance of cash	6·56
	$24,206·56

V.

Loans comprising "Reserve Coal Rents," invested and held subject to the judicial decision of title to lands leased to S. Griscom & Co. and Thomas Coal Company.

City of Philadelphia 6 per cent. loan, free of tax	$34,100·00
Balance of cash	3,521·14
	$37,621·14

VI.

Loans comprising "Gilbert Reserve Fund," invested and held subject to a judicial decision of title to lands from which the coal was taken and paid for by John Gilbert:—

City of Philadelphia 6 per cent. loan, free of tax	$5,100·00
Balance of cash	43·45
	$5,143·45

The following account current exhibits a condensed statement of the cash account, embracing the amount of interest, dividends, rent of real estate, and payments made to various objects for the year 1870:—

By committee of Councils on Girard Estate, from January 1 to February 28, 1870:—

Balance in the Treasury January 1			$57,325·59
Cash received for rent of real estate, city and farms	$42,503·40		
Cash received for rent of collieries in Schuylkill and Columbia counties	7,444·21		
Cash received for rent of real estate in Schuylkill and Columbia counties	132·50		
Cash received from leases for cutting timber in Schuylkill and Columbia counties	208·34		
Cash received for city loans for interest	14,328·50		
Cash received from United States 6 per cent. loan, 1881, interest	255·67		
Cash received from Schuylkill Navigation Company, 6 per cent. loan, interest	77·34		
Cash received from City Gas, 6 per cent. loan, interest	285 00		
Cash received Insurance Company State of Pennsylvania, dividend	528,00		65,762·96
			$123,088·55

Warrants drawn and paid by City Treasurer, under appropriations made by Councils, and charged to

Lands out of the county	$2,323·50		
General repairs to real estate	3,575·38		
Inside painting	31·45		
Outside painting	73·87		
Paper and hanging	305·06		
Miscellaneous expenses	1,924·58		
Estate	$8,276·34		
For Girard College Committee on Household	$8,750·96		
For Girard College Committee on Instruction	68 35	$8,819·31	
			$17,095·65
Balance transferred to Directors of City Trusts, March 1, 1870			$105,992·90

By Directors of City Trusts, from March 1 to December 31, both inclusive:—

Cash received for rent of real estate, city and farms	$237,237·03	
Cash received from collieries in Schuylkill and Columbia counties	65,964·32	
Cash received from real estate in Schuylkill and Columbia counties	1,653·25	
Cash received from leases for cutting timber in Schuylkill and Columbia counties	4,256·75	
Cash received from interest on City Loans	14,163·00	
Cash received from United States five twenty 6 per cent. Loan	172·09	
Cash received from Schuylkill Navigation 6 per cent. Loan	14,130·94	
Cash received from City Gas 6 per cent. Loan	317·41	
Cash received from United States 6 per cent. Loan, 1881	240·45	
Cash received from United States ten-forty five per cent. Loan	892·10	
Cash received from dividend, Insurance Company State of Pennsylvania	264·00	
Cash received from dividend, Philadelphia Exchange Company, stock	550·00	
Cash received from dividend, Chesapeake and Delaware Canal Company stock	1,989·00	
Cash received from dividend, Schuylkill Navigation Company Boat Loan	843·15	
Cash received from total income account	4,026·74	
Cash received from temporary investment	151,872·22	
Cash received from lands in Kentucky	623·10	
Cash received from Bank of North America for notes collected	1,271·39	
Cash received from reserve coal rents	15,313·82	
Cash received from loan on call	137,167·67	
Cash received from fuel fund	3·02	
Cash received from Gilbert Reserve fund	5,270·95	
Cash received from income residuary reserved interest on loan	2,156·22	
Cash received from income for the improvement of Delaware avenue, do	760·44	$661,149·07
		$767,141·97

Cash paid under appropriations of Directors of City Trusts for

Water rents	$1,879·50		
Taxes	54,945·30		
Salaries	10,800·00		
Lands out of the city	53,700·63		
Permanent improvements	3,727·12		
General repairs to real estate	18,054·24		
Inside painting	1,898·75		
Outside painting	4,287·37		
Paper and hanging	1,938·34		
Annuities	600·00		
Miscellaneous expenses	23,483·13		
Gilbert reserve fund	5,227·50		
Fuel fund	475·00		
Widening Water street and paving Delaware avenue	1,859·08		
L. Todd legacy	7,282·88		
Temporary investment	326,000·00		
Building houses in Sixth street below Brown	52,027·36		
Altering Nos. 1109, 29, 31 Chesnut street	17,020·00		
Reserve coal rents	12,177·00		
Estate	$597,393·22		
COLLEGE.			
For Committee on Household	$123,299·53		
For Committee on Instruction	22,496·94		
For Committee on Accounts	3,463·45		
For Committee on Library	365·28		
For Com. on Discipline and Discharge	278·50	$149,903·70	$747,296·92

December 31, 1870, balance in the treasury		$19,845·92
Balance by City Treasurer's account	$23,079·42	
Warrants drawn and not taken in	3,234·37	$19,845 05

Office of the Directors of City Trusts of Girard Estate,
Philadelphia, December 31, 1870.

CHARLES S. SMITH,
Superintendent Girard Estate.

1 6

SHIPPING.

PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP LINE. THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST.
INCREASED FACILITIES AND REDUCED RATES FOR 1870.

Steamers leave every WEDNESDAY and SATURDAY, at 12 o'clock noon, from FIRST WHARF above MARKET Street.

RETURNING, leave RICHMOND MONDAYS and THURSDAYS, and NORFOLK TUESDAYS and SATURDAYS.

No Bills of Lading signed after 12 o'clock on sailing days.

THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.

Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.

No charge for commission, drayage, or any expense of transfer.

Steamships insure at lowest rates.

Freight received daily.

State Room accommodations for passengers.

WILLIAM P. CLYDE & CO.,
No. 12 S. WHARVES and Pier 1 N. WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. 6 1§

THE ANCHOR LINE STEAMERS
Sail every Saturday and alternate Wednesday to and from Glasgow and Derry.

Passengers booked and forwarded to and from all railway stations in Great Britain, Ireland, Germany, Norway, Sweden, or Denmark and America as safely, speedily, comfortably, and cheaply as by any other route or line.

"EXPRESS" STEAMERS.	"EXTRA" STEAMERS.
ANGLIA,	IOWA,
AUSTRALIA,	TYRIAN,
BRITANNIA,	BRITANNIA,
INDIA,	IOWA,
COLUMBIA,	TYRIAN,
EUROPA.	BRITANNIA.

From Pier 20 North river, New York, at noon.

Rates of Passage, Payable in Currency, to Liverpool, Glasgow, or Derry:—

First cabins, $65 and $75, according to location.

Cabin excursion tickets (good for twelve months), securing best accommodations, $130.

Intermediate, $33; steerage, $28.

Certificates, at reduced rates, can be bought here by those wishing to send for their friends.

Drafts issued, payable on presentation.

Apply at the company's offices to
HENDERSON BROTHERS,
12 27† No. 7 BOWLING GREEN.

WHITE STAR LINE.
OCEANIC STEAM NAVIGATION COMPANY'S LINE OF NEW STEAMERS BETWEEN NEW YORK AND LIVERPOOL, CALLING AT CORK, IRELAND.

The company's fleet comprises the following magnificent full-powered ocean steamships, the six largest in the world:—

OCEANIC, Captain Murray. ARCTIC.
ATLANTIC, Captain Thompson. BALTIC.
PACIFIC, Captain Perry. ADRIATIC.

These new vessels have been designed specially for the transatlantic trade, and combine speed, safety, and comfort.

Passenger accommodations unrivalled.

Parties sending for their friends in the old country can now obtain prepaid tickets.

Steerage, $32, currency.

Other rates as low as any first-class line.

For further particulars apply to ISMAY, IMRIE & CO., No. 10 WATER Street, Liverpool, and No. 7 EAST INDIA Avenue, LEADENHALL Street, London; or at the company's offices, No. 19 BROADWAY, New York.

1 5† J. H. SPARKS, Agent.

NEW EXPRESS LINE TO ALEXANDRIA, Georgetown, and Washington D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.

Steamers leave regularly every Saturday at noon from the first wharf above Market street.

Freight received daily.

WILLIAM P. CLYDE & CO.,
No. 14 North and South WHARVES.
HYDE & TYLER, Agents at Georgetown; M. ELDRIDGE & CO., Agents at Alexandria. 6 1

FOR NEW YORK, VIA DELAWARE and Raritan Canal.
SWIFTSURE TRANSPORTATION COMPANY.
DESPATCH AND SWIFTSURE LINES,
Leaving daily at 12 M. and 5 P. M.

The steam propellers of this company will commence loading on the 8th of March.

Through in twenty-four hours.

Goods forwarded to any point free of commission

Freights taken on accommodating terms.

Apply to
WILLIAM M. BAIRD & CO., Agents,
4§ No. 132 South DELAWARE Avenue.

DELAWARE AND CHESAPEAKE STEAM TOWBOAT COMPANY.—Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate points.

WILLIAM P. CLYDE & CO., Agents.
Captain JOHN LAUGHLIN, Superintendent.
Office, No. 12 South Wharves Philadelphia. 4 11§

SHIPPING.

LORILLARD STEAMSHIP COMPANY
FOR NEW YORK,
SAILING TUESDAYS, THURSDAYS, AND SATURDAYS AT NOON,

are now receiving freight at winter rates, commencing December 28. All goods shipped on and after this date will be charged as agreed upon by the agents of this company.

INSURANCE ONE-EIGHTH OF ONE PER CENT.

No bill of lading or receipt signed for less than fifty cents, and no insurance effected for less than one dollar premium.

For further particulars and rates apply at Company's office, Pier 33 East river, New York, or to
JOHN F. OHL,
PIER 19 NORTH WHARVES.

N. B.—Extra rates on small packages iron, metals, etc. 2 8 §

THE REGULAR STEAMSHIPS ON THE PHILADELPHIA AND CHARLESTON STEAMSHIP LINE are ALONE authorized to issue through bills of lading to interior points South and West in connection with South Carolina Railroad Company.

ALFRED L. TYLER,
Vice-President So. C. RR. Co.

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS, La.

The JUNIATA will sail for New Orleans, via Havana, on Wednesday, January 18, at 8 A. M.

The YAZOO will sail from New Orleans, via Havana, on ——, January —.

THROUGH BILLS OF LADING at as low rates as by any other route given to Mobile, Galveston, INDIANOLA, ROCKPORT, LAVACCA, and BRAZOS, and to all points on the Mississippi river between New Orleans and St. Louis. Red River freights reshipped at New Orleans without charge of commissions.

WEEKLY LINE TO SAVANNAH, GA.

The TONAWANDA will sail for Savannah on Saturday, January 14, at 8 A. M.

The WYOMING will sail from Savannah on Saturday, January 14.

THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines.

SEMI-MONTHLY LINE TO WILMINGTON, N. C.

The PIONEER will sail for Wilmington on Wednesday, January 11 at 6 A. M. Returning, will leave Wilmington Wednesday, January 19.

Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Railroad to all interior points.

Freights for Columbia, S. C., and Augusta, Ga., taken via Wilmington, at as low rates as by any other route.

Insurance effected when requested by shippers. Bills of lading signed at Queen street wharf on or before day of sailing.

WILLIAM L. JAMES, General Agent.
6 1§ No. 130 South THIRD Street.

FOR LIVERPOOL AND QUEENSTOWN.—Inman Line of Royal Mail Steamers are appointed to sail as follows:—

City of Washington, Saturday, Jan. 14, at 12 noon.
City of Paris, Saturday, Jan. 21, at 2 P. M.
City of Baltimore, via Halifax, Tuesday, Jan. 24, at 1 P. M.
City of London, Saturday, January 28, at 11 A. M. and each succeeding Saturday and alternate Tuesday, from pier No. 45 North river.

RATES OF PASSAGE.

Payable in gold.		Payable in currency.	
First Cabin	$75	Steerage	$3
To London	80	To London	35
To Paris	90	To Paris	38
To Halifax	20	To Halifax	15

Passengers also forwarded to Havre, Hamburg, Bremen, etc., at reduced rates.

Tickets can be bought here at moderate rates by persons wishing to send for their friends.

For further information apply at the company's office.

JOHN G. DALE, Agent, No. 15 Broadway, N. Y.
Or to O'DONNELL & FAULK, Agents,
4 5 No. 402 CHESNUT Street, Philadelphia.

FOR SAVANNAH, GEORGIA THE FLORIDA PORTS, AND THE SOUTH AND SOUTHWEST.

GREAT SOUTHERN FREIGHT AND PASSENGER LINE.
CENTRAL RAILROAD OF GEORGIA AND ATLANTIC AND GULF RAILROAD.
FOUR STEAMERS A WEEK,
TUESDAYS,
THURSDAYS,
AND SATURDAYS.

THE STEAMSHIPS

SAN SALVADOR, Captain Nickerson, from Pier No. 8 North River.
WM. R. GARRISON, Agent,
No. 5 Bowling Green.

MONTGOMERY, Captain Faircloth, from Pier No. 13 North River.
R. LOWDEN, Agent,
No. 93 West street.

LEO, Captain Dearborn, from Pier No. 16 East River.
MURRAY, FERRIS & CO., Agents,
Nos. 61 and 62 South street.

GENERAL BARNES, Captain Mallory, from Pier No. 36 North River.
LIVINGSTON, FOX & CO., Agents,
No. 88 Liberty street.

Insurance by this line ONE-HALF PER CENT.

Superior accommodations for passengers.

Through rates and bills of lading in connection with the Atlantic and Gulf Freight line. [1 6]

Through rates and bills of lading in connection with Central Railroad of Georgia, to all points.

C. D. OWENS, Agent A. & G. R. R., No. 229 Broadway. | GEORGE YONGE, Agent C. R. R., No. 409 Broadway.

FOR ST. THOMAS AND BRAZIL. UNITED STATES AND BRAZIL STEAMSHIP COMPANY.

REGULAR MAIL STEAMERS sailing on the 23d of every month.

MERRIMACK, Captain Wier.
SOUTH AMERICA, Captain E. L. Tinklepaugh.
NORTH AMERICA, Captain G. B. Slocum.

These splendid steamers sail on schedule time, and call at St. Thomas, Para, Pernambuco, Bahia, and Rio de Janeiro, going and returning. For engagements of freight or passage, apply to

WM. R. GARRISON, Agent,
12 10† No. 5 Bowling-green, New York.

FOR NEW YORK
via Delaware and Raritan Canal.
EXPRESS STEAMBOAT COMPANY.

The Steam Propellers of the line will commence loading on the 8th instant, leaving daily as usual.

THROUGH IN TWENTY-FOUR HOURS.

Goods forwarded by all the lines going out of New York, North, East, or West, free of commission.

Freights received at low rates.

WILLIAM P. CLYDE & CO., Agents,
No. 12 S. DELAWARE Avenue
JAMES HAND, Agent,
No. 119 WALL Street, New York. 3 4§

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Boilers, Water Tanks, Propellers, etc. etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low Pressure Fine Tubular and Cylinder Boilers of the best Pennsylvania Charcoal Iron. Forgings of all size and kinds. Iron and Brass Castings of all descriptions. Roll Turning, Screw Cutting, and all other work connected with the above business.

Drawings and specifications for all work done at the establishment free of charge, and work guaranteed.

The subscribers have ample wharf dock-room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc. etc., for raising heavy or light weights.

JACOB C. NEAFIE,
JOHN P. LEVY,
3 15§ BEACH and PALMER Streets.

GIRARD TUBE WORKS AND IRON CO.,
PHILADELPHIA, PA.,
Manufacture Plain and Galvanized
WROUGHT-IRON PIPE
and Sundries for Gas and Steam Fitters, Plumbers, Machinists, Railing Makers, Oil Refiners, etc.
WORKS,
TWENTY-THIRD AND FILBERT STREETS.
OFFICE AND WAREHOUSE,
8 1 No. 42 N. FIFTH STREET.

HATS AND CAPS.

WARBURTON'S IMPROVED VENTILATED and easy-fitting DRESS HATS (patented), in all the improved fashions of the season. CHESNUT Street, next door to the Post Office. rp§

NEWS SUMMARY.

City Affairs.

—A fire yesterday morning destroyed 18 small boat-houses on the Delaware, at the foot of Otis street. Loss $6000, and not insured.

—Seventy-five patients were treated in the wards of the Jewish Hospital last year.

—Ice is abundant on the Schuylkill, and of excellent quality.

—Solemn High Mass, in commemoration of St. John, was celebrated yesterday in St. John's Catholic Church.

—Ten thousand dollars were collected yesterday from the congregation of the Wharton Street M. E. Church.

—The house of Mr. Theodore Menda was robbed on Saturday last by a couple of thieves who represented to the servant that they were sent by Mr. Menda to do some work on the dwelling.

—William F. Lacy has been elected president of the Typographical Society.

Domestic Affairs.

—The Board of Health of New Orleans has ordered the vaccination of all the children attending the schools of that city.

—The United States tugboat Speedwell, of Portsmouth, has been ordered to cruise between Portland and Boston, to render assistance to vessels in distress.

—The steamer Ironsides, from Washington to Aquia creek, connecting with the railroad to Richmond, was disabled on Saturday by the ice, and obliged to give up her regular trip.

—The United States Senate was not in session on Saturday, but in the House considerable debate was had, the principal subject of which was the condition of political affairs in Arkansas. Mr. Mungen of Ohio made a speech on the dangers of Chinese emigration, and the House adjourned at 4 o'clock.

—The United States steamship Saginaw, a screw steamer, carrying four guns, rated as fourth class and attached to the Pacific fleet, went ashore on French Frigate Shoals, near Midway Island, on the 29th of October. She finally broke up. Lieutenant Talbot, the executive officer; Peter Francis, quartermaster; and James Muir and John Anderson, sailors, were subsequently drowned while attempting to effect a landing on one of the Sandwich Islands, which they reached in the ship's gig.

Foreign Affairs.

—The Prussians occupy Rocroy.

—The Germans have evacuated Bapaume.

—It is reported that the Prussians have been repulsed at Bolbec.

—Forts D'Issy, Rosny, and Nogent are reported to have been silenced.

—General Chanzy's force is reported to be 200,000 strong.

—The London conference is postponed, probably until after the fall of Paris.

—The French defenders of Havre are retiring to St. Romain as the Prussians advance.

—The English Government has assured the Sublime Porte of fidelity to the treaty of 1856.

—It is said one hundred thousand French have arrived at Cherbourg to equip for active service.

—Late news from Cuba is that President Cespedes' wife has been captured by the insurgents.

—The Berlin press admire the English for their temperate tone in discussing the collier affair on the Seine.

—Bismarck has expressed his reluctance to accept Earl Granville's denial of the violations of neutrality.

—President Delbruck is at Versailles arranging for the formation of a House of Lords for the German Empire.

—The damage from the bombardment of the forts before Paris has, thus far, been quite slight to the French.

—The approximate losses in the battle at Bapaume were nine thousand Germans and four thousand French.

—Noel, the Englishman accused of complicity in the massacres by the Marathon brigands, has given himself into custody.

—Meetings expressive of sympathy with France have been held in many places in England under the auspices of the radicals.

—Eighty Greek brigands had a fight on the 31st day of last month with Turkish troops, and were defeated with the loss of twenty men.

—The King of Holland has issued a proclamation to the inhabitants of Luxemburg, reassuring them of the maintenance of the independence of the Duchy.

—It is announced in Madrid that Senor Sagasta takes the portfolios of Finance and the Interior. Serrano assumes the position of Minister of War, as well as President of the Council.

—The scheme of the Russian Minister of War is as follows:—Military service to be fifteen years, immunity by purchase to be abolished and the educated classes to serve a less term.

UNLICENSED MERRYMAKING.

A Minstrel Troupe Come to Grief—Raid by the Police—Sixty-six Persons Arrested.

The Washington *Patriot* of yesterday says:—

Some time ago the detectives here notified the chiefs of police of various Southern cities that a party of persons had banded together here ostensibly as a minstrel troupe, with an avowed purpose of performing throughout the South, but in reality for objects not quite so honest. It would seem that the minstrels (thirty-five) have commenced operations. On Wednesday evening a number of persons, white and colored, assembled at Mechanics' Hall, corner of Second street and Maryland avenue, attracted by the announcement, possed in flaming circulars, that a "grand promenade" was to commence at nine and a half o'clock, the intervals to be filled up by Bannister's Troupe with their choicest selections. The names of Jimmy Regan, Dan Williams, G. Warren, Frank Bill, (late of Tony Pastor's Opera House), and John Tobasco, comedian and sleight-of hand performer, appeared on the bill.

Lieutenant Austin, of the Eigth precinct, ascertaining that no license had been obtained for the exhibition, determined to arrest the participators. Accordingly, with Sergeants Harrison and Teeple, and a posse of officers of his precinct, he made descent upon the hall and gobbled up sixty-six persons—actors, proprietors, and spectators—male and female. The raid was made about 10½ o'clock, and the performances was in full blast, everybody cutting up "high jinks," and enjoying themselves hugely. When Lieutenant Austin stepped upon the stage and informed the crowd that they were all under arrest, though surprised, they obediently formed in line, and were marched to the Eighth precinct, where some deposited a collateral and others were locked up.

Yesterday morning the whole crowd were brought before Judge Snell in the Police Court, and appeared to consider the affair a fine joke. The proprietors were first called, and fined $10 and costs each. The sixty spectators were next arraigned "for witnessing and taking part in an exhibition for gain, without having first had or obtained a license therefor." They all pleaded not guilty, and, after a lecture from the court, were discharged, as it could not be shown that the show was indecent. The performers and musicians were then fined $2 each, but the fines in the latter case were afterwards remitted, as it was proven that they were ignorant of the fact that the show was being held without a license.

MARINE TELEGRAPH.

For additional Marine News see First Page.

ALMANAC FOR PHILADELPHIA—THIS DAY.

SUN RISES	7·24	MOON SETS	7·46
SUN SETS	4·51	HIGH WATER	3·24

PHILADELPHIA BOARD OF TRADE.

GEORGE L. BUZBY,
GEORGE N. TATHAM, } COMMITTEE OF THE MONTH.
J. PRICE WETHERILL,

MOVEMENTS OF OCEAN STEAMSHIPS.

FOR AMERICA.

Britannia	Glasgow	New York	Dec. 21
Holsatia	Hamburg	New York	Dec. 21
Ontario	Liverpool	Boston	Dec. 24
C. of Dublin	Liverpool	New York	Dec. 24
Donau	Bremen	New York	Dec. 24
S. America	Rio Janeiro	New York	Dec. 26
Siberia	Liverpool	New York v. B.	Dec. 27
Virginia	Liverpool	New York	Dec. 28
Nebraska	Liverpool	New York	Dec. 28
C. of Wash'ton	Liverpool	New York	Dec. 29

FOR EUROPE.

C. of Limerick	New York	Liverpool v. H.	Jan. 10
Cambria	New York	Hamburg	Jan. 10
Wisconsin	New York	Liverpool	Jan. 11
Britannia	New York	Glasgow	Jan. 11
Algeria	New York	Liverpool	Jan. 11
Calabria	New York	Liverpool	Jan. 12
Rhein	New York	Bremen	Jan. 14
Australia	New York	Glasgow	Jan. 14
C. of Wash'ton	New York	Liverpool	Jan. 14
C. of Paris	New York	Liverpool	Jan. 21
C. of Baltimore	New York	Liverpool v. H.	Jan. 24
C. of London	New York	Liverpool	Jan. 28
Ville de Paris	New York	Havre	Jan. 28

COASTWISE, DOMESTIC, ETC.

Pioneer	Philadelphia	Wilm'gton, N.C.	Jan. 11
Missouri	New York	Havana v. Nas.	Jan. 12
Tonawanda	Philadelphia	Savannah	Jan. 14
Geo. Cromwell	New York	New Orleans	Jan. 14
Juniata	Philadelphia	New Orleans	Jan. 18

Mails are forwarded by every steamer in the regular lines. The steamers for or from Liverpool call at Queenstown, except the Canadian line, which call at Londonderry. The steamers for or from the Continent call at Southampton.

CLEARED SATURDAY.

Steamship Wyoming, Teal, Savannah, Philadelphia and Southern Mail Steamship Co.

Steamship Norman, Nickerson, Boston, H. Winsor & Co.

Steamship Benefactor, Sherwood, New York, John F. Ohl.

Steamship Norfolk, Platt, Richmond and Norfolk, W. P. Clyde & Co.

ARRIVED SATURDAY.

Ship Arcturus, Edwards, from Antwerp Oct. 22, with mdse. to Workman & Co.

(*By Telegraph.*)

LEWES, Del., Jan. 7—P. M.—A ship, reported as the Burman, passed out at 1 P. M.

In harbor, a brig and two schooners.

Wind N. W. Thermometer, 41.

BOSTON, Jan. 8.—The ship Britannia, from London for this port, was seen dismasted 90 miles from Cape Cod, and was burned at sea Jan. 3, in lat. 42 59, long. 66 40. All hands have landed at Yarmouth, N. S.

NEW YORK, Jan. 8.—Arrived, steamships Denmark, from Liverpool, and Australia, from Glasgow.

(*By Cable.*)

LONDON, Jan. 6.—The steamship Italy received some damage in entering the dock at Liverpool.

Jan. 8.—The Transfer has been lost at sea; the crew have landed at Plymouth. The bark B. Duffus, from New York for Antwerp, is ashore, and will probably be a wreck.

MISCELLANY.

City Ice-boat No. 1, Captain Mason, was engaged all day Saturday in breaking the ice in the Schuylkill as far as Gibson's Point; the ice at the mouth of the river was heavy.

City Ice-boat No. 2, Captain Schellenger, arrived on Saturday evening from the Ledge Light, having towed thereto ship Burmah, hence for Bremen, whence she preceeded to sea. Came up light; saw no vessels bound up; all vessels bound down were clear of the ice, which was heavy above Chester but had nearly all disappeared below that place.

Steamer Rattlesnake, Winnett, from Wilmington, N. C., 5th inst., for Philadelphia, has on board 63 bbls. spirits turpentine, 485 do. rosin, 229 do. tar, 85 bales cotton, 624 bushels pea nuts, 101,479 feet lumber, 26 empty ale bbls., and 18 pkgs. mdse.

Steamer Juniata, Hoxie, from New Orleans 2d inst. for Philadelphia via Havana, has on board for Philadelphia 157 bales cotton, 40 hhds. sugar, 105 bbls. molasses, 1 keg syrup, 411 pkgs. lead, 25 bales moss, 594 hides, 526 bundles hides, 5 bales hides, 3 bbls. sugar, 5 bales yarn, and 94 pkgs. mdse.

NOTICE TO MARINERS.

The Lighthouse Board give official notice that on and after the 10th day of February, 1871, the light on Sullivan's Island, Charleston harbor, S. C., will be shown from an enclosed frame beacon on a two-story frame dwelling, 100 feet east of Fort Moultrie, and 1000 feet N. W. of its present position. The dwelling and beacon will be painted white. The character of the light, its height above the sea-level, and its compass range of visibility will not be changed.

The Vineyard Sound Light vessel, at New Bedford, has been thoroughly overhauled and caulked. She is now ready to be towed to her station, off Sow and Pigs, and the United States steamer Verbena is only awaiting smooth weather to tow her out.

Captain Kelley, of the steamer City of Newport, reports that the Great Bed Dolphin, Providence River, has been knocked over by ice, and is dangerous for passing vessels.

Mr. George Berry, pilot, reports Jan. 5, nine miles S. S. W. of Fire Island, saw a vessel's spars about 8 feet above water, being in a very dangerous position for passing vessels.

PROPOSALS.

PROPOSALS FOR PUBLIC PRINTING AND BINDING.

Notice is hereby given that Sealed Proposals for the Public Printing and Binding for the State of Pennsylvania, for the term of three years from the first day of July, 1871, will be received by the Speakers of the Senate and House of Representatives from this date to the fourth Tuesday of January, 1871, in compliance with the act of Assembly entitled "An act in relation to Public Printing," approved 9th of April, 1856; said proposals to be accompanied by bonds, with approved securities, for the faithful performance of the work, as required by the act of 25th February, 1862, entitled "A further Supplement to an Act in relation to Public Printing," approved the 9th day of April, 1856.

F. JORDAN,
Secretary of the Commonwealth.

HARRISBURG, Jan. 2, 1871. 1 2 18t

NAVY PAYMASTER'S OFFICE, No. 427 CHESNUT Street.

PHILADELPHIA, Jan. 6, 1871.

Sealed Proposals, endorsed "Proposals, Construction and Repairs," will be received at this office until 1 P. M. MONDAY, the sixteenth day of January, 1871, for the following supplies, which must be of the very best quality, to be delivered at the Philadelphia Navy Yard, *free of charge*, subject to the usual conditions of inspection, approval, etc., viz:—

One (1) Planer, to plane 30 inches wide by 30 inches high and eight feet long; to be put up in complete running order, with shafting, belting, pulleys, etc.

One (1) twelve (12) inch Shaping Maching, to be put up, etc., as above.

One (1) Lathe, to swing 22 inches over V slides, and 14 inches over rest carriages, etc.

Full specifications of the requirements in the above tools can be seen on application at this Office, or to the Naval Constructor at the Navy Yard.

Bidders must state in their bids the time within which the articles can be delivered. Responsible security required for the prompt and faithful delivery of the above, in conformity with stipulations on the blank forms for bids, to be had at this office; otherwise bids will not be entertained.

A. W. RUSSELL,
Paymaster U. S. Navy.

1 6 fmw3t

WHISKY, WINE, ETC.

CARSTAIRS & McCALL,
No. 126 Walnut and 21 Granite Sts
IMPORTERS OF
Brandies, Wines, Gin, Olive Oil, Etc.
WHOLESALE DEALERS IN
PURE RYE WHISKIES,
IN BOND AND TAX PAID. 28 2p§

SAXON GREEN
NEVER FADES.
8 1 6m

LEGAL NOTICES.

SURVEY NOTICE.

All persons interested in the Survey, Regulation and Alteration of the following Public Plans of the City, are notified that the Court of Quarter Sessions of the City and County of Philadelphia have fixed WEDNESDAY, February 15, 1871, at 10 A. M., at the Court House, main building of the State House, to consider said Surveys, Regulations, and Alterations, and any objections against the same may be made by any freeholder then and there.

The plans, in the meantime, may be seen at the office of the Department of Surveys, No. 224 S. FIFTH Street.

Public Plan, No. 18.—Revision of the grades on part of the Fifth section of the Twenty-third ward, bounded
North by Allegheny avenue.
South by Lehigh avenue.
East by Kensington avenue.
West by Filmore street.

Public Plan, No. 44.—Rearranging the lines and grades of Thirty-fourth street from Market street to the Pennsylvania Railroad.

Public Plan, No. 147.—Revision of street and grade lines in the Twenty-third and Twenty-fifth wards, bounded
South by Wheat Sheaf lane.
West by Trenton avenue.
North by Bridge street.
East by Richmond street.

Public Plan, No. 171.—Original plan of the Regulation of the Seventh section of the Twenty-third ward, bounded
North by Cayuga street.
South by Erie avenue.
East by Twelfth street.
West by Germantown avenue.

Public Plan, No. 154.—Original plan of the Regulation of the First section of the Twenty-third ward, bounded
North by Erie avenue.
South by Lehigh avenue.
East by Ninth street.
West by Tenth street and Germantown avenue.

Public Plans, Nos 222, 223, 224, 225, and 226.—Original plans of the Fifth, Sixth, Seventh, Eighth, and Ninth sections. Line and curb regulations of the Twenty-fifth ward, bounded
North by Wingohocking street.
South by Erie avenue.
East by Frankford creek.
West by Old York road.

Public Plans, No. 219, 220 and 221.—Original plans of the Sixth, Seventh, and Eighth sections of the survey and regulation of the township of Bristol, Twenty-second ward, bounded
Northeast by County Line road.
Southwest by Township Line road.
Northwest by County Line road.
Southeast by Washington lane.

Public Plan, No. 234.—Original plan of the extension of Broad street from Chew avenue to County Line road.

Public Plan, No. 132.—Original plan of the First section of the late township of Bristol, Twenty-second ward, bounded
North by Fisher's lane and Rockland street.
South by Annsbury avenue and Wingohocking creek.
East by Second street.
West by Sixth street.

Public Plan, No. 214.—Original plan of the Eleventh section of the survey and regulation, Twenty-second ward, bounded
North by Allen's lane.
South by Carpenter street.
East by Germantown avenue.
West by Wissahickon avenue.

Public Plan, No. 207.—Original plan of the Fifth section of the Survey and Regulation in late township of Bristol, Twenty-second ward, bounded
North by Chew street.
South by Ruscombe street.
East by Fifth street.
West by Broad street.

Public Plan, No. 204.—Original plan of the Ninth section of the late borough of Germantown, Twenty-second ward, bounded
North by Gorgas street.
South by East Washington avenue.
East by Township Line Road.
West by Chew street.

Public Plan, No. 139.—Original plan of the Second section of the late Blockley township, in the Twenty-seventh ward, bounded
North by Market street.
South by Baltimore avenue.
East by Fifty-second street.
West by Fifty seventh street.

Public Plan, No. 47.—Original plan of the Third section, survey and regulation late township of Blockley, Twenty-seventh ward, bounded
North by Market street.
South by South street.
East by Forty-seventh street.
West by Sixty-fourth street.

Public Plan, No. 121.—Revision of the grades on Thompson street, from Twenty-sixth to Thirty-first street, in the Twentieth ward.

Public Plan, No. 227.—Original plan of Low Water Line and Soundings between Greenwich Point and Broad street, and west of Broad street in the First and Twenty-sixth wards.

Public Plan, No. 229.—Original plan of the line regulations in a portion of the Twenty-sixth ward, bounded
North by avenues 40 and 42, south.
South by avenue 44, South and Back Channel.
East by Broad street.
West by Thirty-third street.

Public Plan, No. 238.—Plan of the resurvey of a part of the Second and Third wards, bounded
North by German street.
South by Wharton street.
East by Delaware river.
West by Passyunk road.

Public Plan, No. 231.—Original plan of parts of Twelfth, Thirteenth, and Fourteenth sections, Twenty-first ward, bounded
North by Cinnaminson street.
South by Green lane.
East by Ridge avenue.
West by Schuylkill river.

Public Plan, No. 228.—Original plan of the part of the Fourteenth section of Twenty-first ward, bounded
North by Jennet street.
South by Ridge avenue.
East by Hermit street.
West by Mechanic street.

Public Plan, No. 230.—Original plan of part of the Thirteenth section, Twenty-first ward, bounded by
Ridge avenue, Schuylkill river and Shur street.

THOS. J. WORRELL,
City Solicitor.

1 9 2t

TO RENT.

TO RENT,
RARE CHANCE,
STORE No. 836 CHESNUT STREET, UNDER CONTINENTAL HOTEL.

Elegant Fixtures for sale, including Marble Counters, large Mirrors, etc.

Immediate possession. 12 15 tf

FOR SALE OR TO RENT—THE PREMISES No. 722 CHESNUT Street. The store has recently been fitted up with a new front, etc. The house is suitable for a hotel or boarding-house. The store will be rented without the dwelling if desired.

Lot, 25 feet by 145 feet.

THOMAS SHIPLEY,
No. 20 N. SEVENTH Street.

12 tf

JOHN FARNUM & CO., COMMISSION MERCHANTS and Manufacturers of Conestoga Ticking, etc., No. 220 CHESNUT Street, Philadelphia. 4 1 wfm

PROPOSALS.

UNITED STATES MAILS.
PENNSYLVANIA.

POST OFFICE DEPARTMENT,
WASHINGTON, Sept. 30, 1870.

PROPOSALS for conveying the Mails of the United States from July 1, 1871, to June 30, 1872, on the following routes in the State of Pennsylvania, will be received at the contract Office of the Department until 3 P. M. of March 1, 1871, to be decided by March 30 following:—

2265 From Butler, by North Oakland, Barnhart's Mills, Baldwin, and Bruin, to Lawrenceburg, 27 miles and back, three times a week.
Leave Butler Monday, Wednesday, and Friday, at 7·30 A. M.;
Arrive at Lawrenceburg by 4 P. M.;
Leave Lawrenceburg Tuesday, Thursday, and Saturday, at 7·30 A. M.;
Arrive at Butler by 4 P. M.

2610 From Liberty Corners, by Storr's Mills, to New Era, 11 miles and back, once a week.
Leave Liberty Corners Saturday at 8 A. M.;
Arrive at New Era by 12 M.;
Leave New Era Saturday at 1 P. M.;
Arrive at Liberty Corners by 5 P. M.

2634 From Bedford to Downingsville (Imlertown P. O.), 6 miles and back, twice a week.
Leave Bedford Tuesday and Friday at 3 P. M.;
Arrive at Imlertown by 5 P. M.;
Leave Imlertown Tuesday and Friday at 8 A. M.;
Arrive at Bedford by 10 A. M.

2635 From West Bingham, by Bingham Centre and Bingham, to Spring Mills (N. Y.), 7 miles and back, twice a week.
Leave West Bingham Tuesday and Saturday at 8 P. M.;
Arrive at Spring Mills by 5 P. M.;
Leave Spring Mills Tuesday and Saturday at 12 M.;
Arrive at West Bingham by 2 P. M.

2636 From Pottstown to Cedarville (no office), 2 miles and back, three times a week by a schedule satisfactory to the postmaster at Cedarville.

2637 From Oxford, by Mount Vernon, Colerain, Kirkwood, Forestdale, and Bartville, to Christiana, 18 miles and back, three times a week.
Leave Oxford Tuesday, Thursday, and Saturday at 1 P. M.;
Arrive at Christiana by 6 P. M.;
Leave Christiana Tuesday, Thursday, and Saturday at 7 A. M.;
Arrive at Oxford by 12 M.
This route is supposed to be covered by existing service, and, if so, will not be let.

2638 From Horton's, by Rochester's Mills (no office), to Brady, 12 miles and back, once a week.
Leave Horton's Saturday at 8 A. M.;
Arrive at Brady by 11 A. M.;
Leave Brady Saturday at 1 P. M.;
Arrive at Horton's by 4 P. M.
Proposals for more frequent service invited.

2639 From Osceola Mills, by Houtzdale and Madera, to Smith's Mills, 15 miles and back, twice a week.
Leave Osceola Mills Tuesday and Saturday at 7 A. M.;
Arrive at Smith's Mills by 12 M.;
Leave Smith's Mills Tuesday and Saturday at 1 P. M.;
Arrive at Osceola Mills by 6 P. M.

2640 From Hanlin Station, by Eldersville (no office) and Independence, to Bethany (W. Va.), 16 miles and back, once a week.
Leave Hanlin Station Saturday at 8 A. M.;
Arrive at Bethany by 12 M.;
Leave Bethany Saturday at 1 P. M.
Arrive at Hanlin Station by 5 P. M.
Proposals for more frequent service invited.

2641 From Troy Centre (no office) to Tryonville, 6 miles and back, once a week.
Leave Troy Centre Saturday at 10 A. M.;
Arrive at Tryonville by 12 M.;
Leave Tryonville Saturday at 1 P. M.;
Arrive at Troy Centre by 3 P. M.
Proposals invited for service twice a week, on Wednesday and Saturday.

2642 From Flicksville (no office) to Penargil (no office).
Bidders will state distance and proposed schedule of arrivals and departure.

2643 From Coopersburg, by Lanark, Limeport, Stinesburg, and Zion Hill (no office), to Coopersburg, 18 miles, three times a week, equal to 9 miles and back, three times a week.
Leave Coopersburg Tuesday, Thursday, and Saturday at 12 M.
Arrive at Coopersburg by 6 P. M.

2644 From Dixon, by East Lemon (no office), to Pierceville, 6 miles and back, three times a week.
Leave Dixon Tuesday, Thursday, and Saturday at 7 A. M.
Arrive at Pierceville by 9 A. M.
Leave Pierceville Tuesday, Thursday, and Saturday at 10 A. M.
Arrive at Dixon by 12 M.

2645 From Milroy to Siglerville (no office), 3 miles and back, three times a week, by a schedule satisfactory to the postmaster at Siglerville.

2646 From Sandy Lake, by North Sandy and French Creek, to Utica, 11 miles and back, twice a week.
Leave Sandy Lake Tuesday and Saturday at 3 P. M.
Arrive at Utica by 6 P. M.;
Leave Utica Tuesday and Saturday at 7 A. M.;
Arrive at Sandy Lake by 10 A. M.
Proposals for an additional weekly trip on Thursday invited.

2647 From Millerstown, by Coffman's (no office), Uhl's Store (no office), Barnes' Hotel (no office), and Miller's Store (no office), to McKee's Half Falls, 18 miles and back, once a week.
Leave Millerstown Saturday at 6 A. M.;
Arrive at McKee's Half Falls by 12 M.;
Leave McKee's Half Falls Saturday at 1 A. M.;
Arrive at Millerstown by 7 P. M.

2648 From Edge Hill Station (no office), by Fitzwatertown, Jarrettown, and Three Tons, to Prospectville, 8 miles and back, six times a week, by a schedule making close connections at Edge Hill Station with regular mail trains.

2649 From Newport, by Acker's Store (no office) and Montgomery's Ferry, to Liverpool, 15 miles—only that part of the route from Newport to Montgomery's Ferry will be let, 10 miles and back, once a week.
Leave Newport Saturday at 3 P. M.;
Arrive at Montgomery's Ferry by 6 P. M.;
Leave Montgomery's Ferry Saturday at 7·30 A. M.;
Arrive at Newport by 10·30 A. M.

2650 From Tobyhanna Mills to South Sterling, 8 miles and back, once a week.
Leave Tobyhanna Mills Saturday at 1 P. M.;
Arrive at South Sterling by 4 P. M.;
Leave South Sterling Saturday at 7 A. M.;
Arrive at Tobyhanna Mills by 10 A. M.

2651 From North East, by Greenfield, to Wattsburg, 16 miles and back, once a week.
Leave North East Saturday at 2 P. M.;
Arrive at Wattsburg by 6 P. M.;
Leave Wattsburg Saturday at 6 A. M.;
Arrive at North East by 10 A. M.
Proposals for an additional trip on Tuesday invited.

2652 From Herrickville, by James Mittens (no office), and William Nesbits (no office), to Rummerfield Creek, 5 miles and back, three times a week, in close connection with railroad mail trains, by a schedule satisfactory to the postmasters.

2653 From Wyalusing, by Lime Hill, Ballebay (no office), and Camp School-house, to Herrick, 10 miles and back, three times a week.
Leave Wyalusing Tuesday, Thursday, and Saturday, at 11·30 A. M.—or after arrival of mail train;
Arrive at Herrick by 2·30 P. M.;
Leave Herrick Tuesday, Thursday, and Saturday, at 7 A. M.;
Arrive at Wyalusing by 10 A. M.

2654 From Russell Hill to Keiserville (no office), 2½ miles and back, once a week, by a schedule satisfactory to the postmaster.

2655 From Phœnixville, by Pickering and West Pikeland, to Chester Springs, 7 miles and back, three times a week.
Leave Phœnixville Tuesday, Thursday, and Saturday at 12 M.;
Arrive at Chester Springs by 2 P. M.;
Leave Chester Springs Tuesday, Thursday, and Saturday at 6·30 A. M.;
Arrive at Phœnixville by 8·30 A. M.

2656 From Cochransville to Londonderry, 2½ miles and back, three times a week, by a schedule satisfactory to the Postmaster at Londonderry.

2657 From Lanark to Allentown, 4 miles and back, three times a week, by a schedule satisfactory to the Postmaster at Lanark.

2658 From Trunkeyville to Fagundus Forest (no office), 1 mile and back, three times a week, by a schedule satisfactory to the Postmaster.

2659 From Carrolltown, by Nicktown and Kimmell's, to Pine Flats, 13 miles and back, once a week.
Leave Carrolltown Saturday at 8 A. M.;
Arrive at Pine Flats by 12 M.;
Leave Pine Flats Saturday at 1 P. M.;
Arrive at Carrolltown by 5 P. M.

2660 From Central office, in Philadelphia, to the following named sub-offices, from October 1, 1871, to June 30, 1872, viz.: Somerton, Byberry, Holmesburg, Olney, Tacony, Bustleton, Fox Chase, Milestown, Oxford Church, Torresdale, Verree's Mill, and Wheat Sheaf, twice daily, except Sunday, in each direction, or oftener if required, by a schedule satisfactory to the postmaster at Philadelphia, and the whole service and means of transportation to be under his direction.
Rate per annum to be stated in bids.

2661 From Liberty, by Brittonwood (no office) and Steam Valley (no office), to Trout Run, 15 miles and back, once a week.
Leave Liberty Saturday at 7 A. M.;
Arrive at Trout Run by 12 M.;
Leave Trout Run Saturday at 1 P. M.;
Arrive at Trout Run by 6 P. M.
Proposals invited for more frequent service.

NOTES.

Proposals must be to carry the mail with "celerity, certainty, and security," using the terms of the law, and they must be guaranteed by two responsible persons, certified to as such by a postmaster or judge of a court of record.

No pay will be made for trips not performed, and for each of such omissions not satisfactorily explained three times the pay of the trip may be deducted. For arrivals so far behind time as to break connection with depending mails, and not sufficiently excused, one-fourth the compensation for the trip is subject to forfeiture. Fines will be imposed, unless the delinquency be satisfactorily explained, for neglecting to take the mail from or into a post-office; for suffering it to be injured, destroyed, robbed, or lost; and for refusing, after demand, to convey the mail as frequently as the contractor runs, or is concerned in running, vehicles on the route. The Postmaster-General may annul the contract for disobeying the post-office laws or the instructions of the Department. He may alter the schedule of departures and arrivals, and also order an increase of service by allowing therefor a *pro rata* increase on the contract pay. He may also curtail or discontinue the service in whole or in part, at a proportionate decrease of pay, allowing as full indemnity to the contractor one month's extra compensation on the amount of service dispensed with, and a *pro rata* compensation for the service retained and continued. Bids should be addressed to the "Second Assistant Postmaster-General," superscribed "Proposals, State of Pennsylvania," and sent by *mail*.

For forms of proposals, etc., and other information, see advertisement of October 31, 1867, and of this date, in pamphlet form, at the principal post offices.

JOHN A. J. CRESWELL,
Postmaster-General.

1 9 mwf tM1

REAL ESTATE AT AUCTION.

NOTICE.—BY VIRTUE AND IN EXECUTION of the powers contained in a Mortgage executed by
THE CENTRAL PASSENGER RAILWAY COMPANY
of the city of Philadelphia, bearing date of eighteenth of April, 1863, and recorded in the office for recording deeds and mortgages for the city and county of Philadelphia, in Mortgage Book A. C. H., No. 56, page 465, etc., the undersigned Trustees named in said Mortgage
WILL SELL AT PUBLIC AUCTION,
at the MERCHANTS' EXCHANGE, in the city of Philadelphia, by
MESSRS. THOMAS & SONS, AUCTIONEERS,
at 12 o'clock M., on TUESDAY, the fourteenth day of February, A. D. 1871, the property described in and conveyed by the said Mortgage, to wit:—

No. 1. All those two contiguous lots or pieces of ground, with the buildings and improvements thereon erected, situate on the east side of Broad street, in the city of Philadelphia, one of them beginning at the distance of nineteen feet seven inches and five-eighths southward from the southeast corner of the said Broad and Coates streets; thence extending eastward at right angles with said Broad street eighty-eight feet one inch and a half to ground now or late of Samuel Miller; thence southward along said ground, and at right angles with said Coates street, seventy-two feet to the northeast corner of an alley, two feet six inches in width, leading southward into Penn street; thence westward, crossing said alley and along the lot of ground hereinafter described and at right angles with said Broad street, seventy-nine feet to the east side of the said Broad street; and thence northward along the east line of said Broad street seventy-two feet to the place of beginning. Subject to a ground-rent of $280, silver money.

No. 2. The other of them situate at the northeast corner of the said Broad street and Penn street, containing in front or breadth on the said Broad street eighteen feet, and in length or depth eastward along the north line of said Penn street seventy-four feet and two inches, and on the line of said lot parallel with said Penn street, seventy-six feet five inches and three-fourths of an inch to said two feet six inches wide alley. Subject to ground rent of $72, silver money.

No. 3. All that certain lot or piece of ground beginning at the southeast corner of Coates street and Broad street, thence extending southward along the said Broad street nineteen feet seven inches and five-eighths of an inch; thence eastward eighty feet one inch and one-half of an inch; thence northward, at right angles with said Coates street, nine feet to the south side of Coates street, and thence westward along the south side of said Coates street ninety feet to the place of beginning.

No. 5. The whole road, plank road and railway of the said The Central Passenger Railway Company of the city of Philadelphia, and all their land (not included in Nos. 1, 2 and 3), roadway, railway, rails, right of way, stations, toll-houses and other superstructures, depots, depot grounds and other real estate, buildings and improvements whatsoever, and all and singular the corporate privileges and franchises connected with said company and plank roads and railway and relating thereto, and all the tolls, income issues and profits to accrue from the same or any part thereof belonging to said company, and generally all the tenements, hereditaments and franchises of the said company. And also all the cars of every kind (not included in No. 4), machinery, tools, implements and materials connected with the proper equipment, operating and conducting of said road, plank road and railway; and all the personal property of every kind and description belonging to the said company.

Together with all the streets, ways, alleys, passages, waters, water-courses, easements, franchises, rights, liberties, privileges, hereditaments, and appurtenances whatsoever, unto any of the above-mentioned premises and estates belonging and appertaining, and the reversions and remainders, rents, issues, and profits thereof, and all the estate, right, title, interest, property, claim, and demand of every nature and kind whatsoever of the said company, as well at law as in equity of, in, and to the same and every part and parcel thereof.

TERMS OF SALE.

The properties will be sold in parcels as numbered. On each bid there shall be paid at the time the property is struck off—On No. 1, $300; No. 2, $200; No. 3, $300; No. 5, $100, unless the price is less than that sum, when the whole sum bid shall be paid.

W. L. SCHAFFER,
W. W. LONGSTRETH, } Trustees.
M. THOMAS & SONS, Auctioneers,
Nos. 139 and 141 S. FOURTH Street.

12 5 60t

DRY GOODS.

PRICE & WOOD,
N. W. Corner EIGHTH and FILBERT,

Have just received several lots of Goods from New York, suitable for
HOLIDAY PRESENTS.

A job lot of Embroidered Sets, from 50c. to $1·25, at 40 per cent. less than regular prices.
Embroidered Hdkfs., 50, 65, 75, 85, $1, $1·25.
Lace Hdkfs., 75c., $1, $1·25, $1·50, $2, $2·50.
A large assortment of Gents' Hemmed Linen Hdkfs., at 15c. up to 50c.
Gents' Hemmed Hdkfs., in fancy boxes.
Ladies' Hemstitch Linen Hdkfs., 12½, 18, 20, 25, 31, 38, 50, 62½, 75c.
Ladies' Hdkfs., in perfumed boxes.
New styles Gents' Neck Scarfs and Bows.
Gents' Kid Gloves, lined.
Ladies' and Gents' Cloth Gloves.
Children's Cloth Gloves.
Kid Gloves, $1 a pair, worth $1·25.
Fancy Goods in Russia Leather, Gloves and Handkerchiefs, Boxes, Jardinieres, Toilet Sets, Tea Sets, 25, 50c., $1; Washstands, Matchstands, Paint Boxes, Albums, Thermometers, Checker Boards, etc. etc.

PRICE & WOOD,
N. W. cor. EIGHTH and FILBERT.

N. B.—Bargains in Flannels, Canton Flannels, Blankets, Table Linens, Napkins, Towels.
Black Alpacas, 25, 31, 37½, 45, 50, 62½, 75, 87½c., 1.
Black Silks, $1·50, $1·75, $2, $2·15, $2·25, $2·50, $3.
Cashmere Reps for Wrappers.
Black Velveteens, 62½, 75c., $1, $1·25, $1·50, $2, 2·50. [9 28 4m

FURNACES, ETC.

ESTABLISHED 1825.
FREE. T. MECKE. H. J. DEAS
H. J. DEAS & CO.,
MANUFACTURERS OF
Warm Air Furnaces
AND
Cooking Ranges,
Portable Heaters, Low Down Grates, Slate Mantels
Bath Boilers, Registers and Ventilators.
No. 111 North SEVENTH St.,
PHILADELPHIA. [9 22 thstu6mrp
JOBBING PROMPTLY ATTENDED TO.

AMUSEMENTS.

AMERICAN ACADEMY OF MUSIC
THE NEW GERMAN OPERA.
GRAND OPENING NIGHT.
First appearance of the celebrated
MADAME LOUISE LICHTMAY.
THIS (Monday) EVENING, Jan. 9,
Beethoven's immortal work,
FIDELIO,
With a Star cast, never before heard in this city.

Leonore	Mad. Louise Lichtmay
Marcelline	M'lle. Bertha Roemer
Florestan	Carl Bernard
Jacquino	Theodore Habelmann
Pizarro	Edward Vierling
Governor	Wilhelm Formes
Recco	Carl Formes

Conductor—Adolph Neuendorff.
TO-MORROW (Tuesday), Jan. 10,
MERRY WIVES OF WINDSOR,
With an immense star cast.
Second appearance of the celebrated
MAD. LOUISA LICHTMAY.

The management takes the pleasure of announcing that, in addition to the immense company already engaged, arrangements have been made with
MISS CLARA PEARL,
From the Imperial Theatre, Vienna, who will make her first appearance in the
MERRY WIVES OF WINDSOR.

Sir John Falstaff	Carl Formes
Mrs. Ford	Mad. Louise Lichtmay
Mrs. Page	Miss Clara Pearl
Anne, her daughter	M'lle Bertha Roemer
Mr. Ford	Edward Vierling
Mr. Page	Wilhelm Formes
Fenton	Theodore Habelmann

WEDNESDAY, Jan. 11,
First appearance of M'lle A. ROSETTI.
FAUST.

Seats can be secured at the Academy of Music and F. A. North & Co.'s Music Store, No. 1026 Chesnut street.

E. L. DAVENPORT'S CHESNUT STREET THEATRE.
THIS EVENING, January 9,
MR. AND MRS. W. J. FLORENCE
In an entirely new play and line of characters, written expressly for them, entitled
AT LAST.

Louisa Schultz	Mrs. W. J. FLORENCE
Wilhelm Schultz	Mr. W. J. FLORENCE

ACT FIRST.
AT THE OFFICE.
ACT SECOND.
AT THE WIDOW'S.
ACT THIRD.
AT THE POST.
ACT FOURTH.
AT HOME.

Admission, $1, 75, 50, and 25 cents. Commence at 8 o'clock.

Tickets can be secured in advance at Abel's Dramatic Repository (Theatre Building), No. 1211 Chesnut street, from 9 until 5 o'clock.

WALNUT STREET THEATRE, NINTH AND WALNUT Streets.
THIS (Monday) EVENING, Jan. 9,
fifth night in America of Andrew Halliday's celebrated comedy drama entitled
THE GREAT CITY:
A STORY OF LONDON LIFE.
THE IMPORTED SCENERY,
painted on the spot expressly for the management of this theatre, by the distinguished artist, Mr. J. Johnson, will present beautiful and accurate views of the British Metropolis.
SATURDAY—GREAT CITY MATINEE.

MRS. JOHN DREW'S ARCH STREET THEATRE. Begins ¼ to 8 o'clock.
MONDAY AND EVERY NIGHT,
EXCEPT THURSDAY,
The comic drama, in four acts,
COQUETTES;
OR, THE TWO JONESES.
With new Scenery and Fine Cast.
Mrs. John Drew......as......Mrs. Arthur Minton
Aided by the full company.
THURSDAY, by desire, ROSEDALE.
In rehearsal—LOST AT SEA.

DUPREZ & BENEDICT'S OPERA HOUSE, SEVENTH Street, below Arch.
SAM RYAN as............RIP VAN WINKLE.
New and beautiful scenery by E. H. Chase.
LANT McLAUGHLIN
IN THE
IRISH OUTLAW.

FOX'S NEW AMERICAN THEATRE, CHESNUT Street, above Tenth,
AMUSEMENTS OF ALL NATIONS.
EVERY EVENING
And SATURDAY MATINEE.
GREAT CONGRESS OF STARS.
Comprising the best artists in the country, who appear in Grand Ballets, Dutch Comedy, Local Sketches, Minstrelsy, Ethiopian Acts, Farce, Comic Vocalism, Pantomime, etc.

CIRCUS.—TENTH AND CALLOWHILL STS.
Athletic Sensation of the World.
D'ATALIE lifts and sustains with his teeth a barrel containing 40 gallons; ANGELA, the Fascinating Herculean Lady, will hold a loaded cannon, weighing 600 pounds, while being discharged by YOUNG ZEPHYR, and PEDANTO, the "Man Fly," walks with head downward in the air, and the FULL CIRCUS TROUPE and astounding Novelties and Wonders. Matinees Wednesday and Saturday. Admission as heretofore.

AMERICAN MUSEUM AND MENAGERIE, Northwest corner of NINTH and ARCH Streets.
Open daily from 9 A. M. to 10 P. M.
100,000 CURIOSITIES
From all parts of the World.
THIRTY CAGES OF WILD ANIMALS.
The Splendid Dramatic Company appearing in the Lecture Room every Evening at 8 o'clock, and Wednesday and Saturday afternoons at 2 o'clock.
Admission to all the Attractions, 25 cents. 12 12 tf

ARCH STREET OPERA HOUSE, ARCH Street, above Tenth.
SIMMONS & SLOCUM'S MINSTRELS,
THE CHAMPION TROUPE OF AMERICA.
Every evening until further notice Robert Fraser's new Christmas Pantomime of
HUSH A BYE BABY;
OR, HEY DIDDLE DIDDLE.
Box office open from 9 A. M. until 4 P. M.
Matinee every Saturday. 9 5 tf

SYMPHONY AND POPULAR CONCERT.
HORTICULTURAL HALL,
THURSDAY EVENING, Jan. 12.
FULL ORCHESTRA AND A SELECT CHORUS.
Haydn's Symphony, No. 5 (entire); Mendelssohn's "Hear my Prayer," for Solo and Chorus; Schubert's "Erl King," for Orchestra; Old English Glees; Lumbye's Fantasia, for Orchestra; "Nebelbilder" (cloud pictures); Vogt's Cradle Song, for muted strings; the Sleigh Polka, etc.
Tickets, 50 cents. For sale by Gould & Fischer; North; Boner; Lee & Walker; Knight, No. 1222 Chesnut street, and at the door. 1 9 4t

BIERSTADT'S LAST AND GREATEST PICTURE,
"THE EMERALD POOL,"
on exhibition at Earles' Galleries,
No. 816 CHESNUT Street.
Admission—Season tickets, $1; single ticket, 25 cents. 1 5 1m

FOYER OF THE ACADEMY OF MUSIC.—CARL WOLFSOHN'S THIRD MATINEE, FRIDAY AFTERNOON, Jan. 13, 1871, at 4 o'clock. 1 9 4t

LOOKING GLASSES, ETC.

FOR
LOOKING-GLASSES,
RELIABLE AND CHEAP.
JAMES S. EARLE & SONS,
No. 816 CHESNUT STREET.

HOVER'S
PATENT SOFA BED.

All old and young bachelors, as well as ladies who keep old maid's hall, are now buying HOVER'S CELEBRATED PATENT SOFA BED. This is the only Sofa Bed that can be taken apart to cleanse it the same as a bedstead. All others are unsafe and liable to get out of repair. To be had only of the manufacturer and owner.

H. F. HOVER,
No. 230 SOUTH SECOND STREET,
PHILADELPHIA.
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Evening Telegraph

PUBLISHED EVERY AFTERNOON
(SUNDAYS EXCEPTED),
AT THE EVENING TELEGRAPH BUILDING,
No. 108 S. THIRD STREET,
PHILADELPHIA.

The Price is three cents per copy (double sheet), or eighteen cents per week, payable to the carrier by whom served. The subscription price by mail is Nine Dollars per annum, or One Dollar and Fifty Cents for two months, invariably in advance for the time ordered.

MONDAY, JANUARY 9, 1871.

☞ THE EVENING TELEGRAPH, from original establishment, has been in the receipt of telegraphic news from the New York Associated Press, which consists of the *Tribune*, *Times*, *Herald*, *World*, *Sun*, *Journal of Commerce*, *Evening Post*, *Commercial Advertiser*, and *Evening Express*. The success which has attended our enterprise is, in itself, a sufficient evidence of the freshness, fullness, and reliability of the news which we have received from this source. Last March we entered into a special contract by which THE EVENING TELEGRAPH has the *exclusive* use of the news furnished in the afternoon by the Associated Press to its own members, the *North American*, *Inquirer*, *Ledger*, *Press*, *Age*, *Record*, and *German Democrat*, of this city, and the leading journals of the East, North, West and South; and hereafter THE TELEGRAPH will be the *only evening paper published in this city* in which the afternoon despatches of the Associated Press will appear.

☞ The earliest regular edition of THE EVENING TELEGRAPH goes to press at 1½ o'clock, and the subsequent regular editions at 2½, 3½, and 4½. Whenever there is important news of the progress of the European war, extra editions will be issued after this hour, and before the regular time for the early edition.

GOVERNOR GEARY'S NEXT PERFORMANCE.

IT may be of very little consequence what Governor Geary may do in the future, but his position is nevertheless sufficiently important to endow with some interest the rumor that he is courting the Democracy and intriguing for their support in the next Senatorial election. Geary's political robes hang loosely upon his majestic form. The Democratic journals alleged at the time he was first nominated as a Republican candidate that he had continued to avow Democratic principles up to the very moment when he commenced soliciting the Republican nomination, and we should not be at all astonished if this charge was well-founded. The Governor is true to John W. Geary first, last, and all the time, so far as he is able to comprehend the real interests of that exalted individual, but he is regardless of all political obligations which convenience or interest prompt him to ignore. It would, therefore, not be surprising if he should drift back from the Republicans to the Democracy; and there is no doubt that he would pursue such a course if he could thereby minister to his insatiate ambition. The Democracy, while they are ready to flatter and encourage him, are far too familiar with his incapacity and inherent unreliability to confer on him any position that is completely under their control; but there is a bare possibility that in the next Senatorial contest the Democracy may hold the balance of power between jarring Republican factions in the State Legislature, and that Geary, by combining a few detached Republican votes to the Democratic forces, may become a United States Senator. In view of the infliction of six years of the administration of such a weak, vain man upon this unhappy Commonwealth, we can scarcely believe that six more years of his weakness and vanity are to be drivelled out in the United States Senate; and the most probable conjecture is that the pit he is digging now will prove his political grave. But if the Democracy are determined to make him, in any sense, their leader or champion, the Republicans can at least felicitate themselves on the prospect that he will perform good service by weakening, confounding, and disgusting the ranks of the opposition. Powerless for good purposes, Geary when in high position is more terrible than an army with banners to the party he pretends to support. He has done more to sap the foundations of Republican ascendancy in Pennsylvania than all the Democratic leaders combined; and if the Democrats should regain power it would be only fair that they should also lavish honors upon Geary, so that the Republicans in turn would have an opportunity to recuperate.

THE PUBLICATION OF PORTER'S LETTERS.

IT is reported that General Butler has in his possession several letters in the handwriting of Admiral Porter, in which General Grant is spoken of in exceedingly disparaging terms, and charged with incompetence, drunkenness, and other offenses. We have no doubt that General Butler does hold such letters, or that they are of the character indicated, and if he gives them to the public he will be doing no more than his duty. It is perfect folly to pretend to say that the publication of such documents is a breach of confidence, or that it is in any way an improper action. The letter to the Secretary of the Navy, which now stands in the way of Porter's advancement to the dignity of Admiral of the United States navy, was written for the express purpose of injuring General Grant with the administration; and Mr. Welles was entirely right in considering that the only proper place for it was upon the files of the Navy Department among the other public documents, and it belonged as much to the public as any of the Admiral's official reports. This letter had the effect of showing up Admiral Porter in the light of a falsifier, calumniator, and mean sycophant. It required an immense stretch of charity to believe the assertion of his grovelling letter of apology to the President, in which he said that he had no recollection of ever having written the Fort Fisher document, and that it must have been penned amid excitements that scarcely left him responsible for his actions. The general opinion of the disinterested portion of the public was that the letter was written with a deliberate purpose to injure the General of the Army and to glorify Porter. Unfortunately, the General afterwards became President, and had the power to confer a coveted office upon his slanderer; and then the would-be Admiral of the Navy laid at the feet of the "man of circumstances" a mean and abject apology that made every high-minded officer of the navy blush to belong to the same service with one who could so demean himself. If Admiral Farragut had ever written such a letter as that which Porter sent to the Secretary of the Navy after the capture of Fort Fisher, he would have acknowledged it like a man, and have taken whatever consequences might be attached to its publication. If Porter had done this he might have preserved his self-respect and have obtained the Admiralty also, for the President, after having nominated him for the position, would not have dared to withhold his name from the Senate on account of a personal quarrel. President Grant's action in nominating Porter to the Senate for the office of Admiral has been represented as one of great magnanimity. We are wholly unable to see it in that light. It is to be presumed that Porter was originally nominated because the President considered him a fit person on account of his abilities and services to be the successor of Farragut; and having once made the nomination, the President could not withdraw it without putting himself down to Porter's level. The letter written by Porter and his apology for it are, however, fit subjects for the notice of the Senate; and if there are any more of the same kind in existence, we hope that they will be made public, so as to prove in the most conclusive manner possible that Porter ought not to be confirmed as Admiral. In fact, the office has now served the end for which it was created, and it should be abolished. We therefore call upon General Butler to publish the letters in his possession, and assure him that a large majority of the right-thinking men of the country will thank him for so doing.

SILENCE THOSE DREADFUL BELLS!

ONE of the first reforms instituted by the Fire Commissioners will be, we hope, the suppression of that absurd practice, the ringing of bells. Heretofore the burning out of a sooty chimney caused a most indiscriminate and violent jangling of every bell devoted to fire purposes within a certain district, while the breaking out of a really serious conflagration set the whole city to resounding with the "discordant melody" of tons of metal. The plea for this nonsense was that the volunteers were scattered, perhaps widely, and had to be summoned to their self-imposed duty. It mattered not that by this ringing children were sent into convulsions, nervous and old people scared, and the sick, to whom an hour's quiet meant perhaps restoration to health, if not life itself, driven wild with pain. It mattered not that by this ringing crowds of persons whose proper places were anywhere else than at the fire, and who ran whooping and howling along the street, or took advantage of the confusion in the neighborhood to plunder adjacent houses, were inevitably called out and notified that their time was come. These things were necessary evils, said the firemen, for the bells must be rung.

Under the new *regime* no such plea can be entered. The more the neighborhood of a fire is kept clear, the better can the proper persons paid to put the fire out perform their work. These persons will all be employed specially for this purpose, and will not therefore be scattered over the city at other work. No bells will be required to call them to the engine-houses, and, therefore, no bells need be rung. The less publicity given to the fact of a fire, the less chance will the worst portions of our people have for their nefarious plans. The children, the nervous, the old, and the sick will easily spare them, and their occupation will be utterly gone.

Those who made the successful effort to establish a paid department used as one of their principal arguments the assertion that, under a different system from that which so long disgraced Philadelphia, a crowd would no longer be the necessary accompaniment of every fire alarm. If they were sincere, they will see to it that this most certain means of drawing a crowd be forbidden, unless in exceptional cases like the gunpowder fire some years ago.

The inclination to wake the "horrid bells" springs from, as it produces in others, a sort of animal excitement which most surely leads to uproar and rowdyism. It is "grand fun" to arouse every sleeper for squares around, to gather upon the streets crowds which shall keep up the excitement for several hours, and then to read in the next day's paper that a false alarm of fire from box No. — led to a brickbat and pistol fight.

In the name of civilization, let us stop all the bells we can. Then if the "church-going bell" must be rung, if the dead must be buried while the bell is tolled, if "golden bells" must peal for the promises of wedded love, we shall at least be rid of those "brazen bells" which tell of fire, and of the "iron bells" which moan and groan in the dead of night.

SOME YEARS AGO the Democracy thought that San Domingo and the Bay of Samana were indispensable to the welfare of the United States, but now, when their utility is vastly increased, the Democracy oppose their annexation to this country. The leading reason of this change of front is that the Bay of Samana project originated in the old pro-slavery times, and then the Democracy favored it, as a scheme that would strengthen slavery, while now, since San Domingo is sought to advance the interests of freedom, the Democracy oppose its acquisition.

"THE PHILADELPHIA POST."—*The Morning Post* having passed into the hands of a stock company, appears this morning enlarged and improved, under the title of *The Philadelphia Post*. The editorial management will be the same as heretofore, but the new paper, for so in a certain sense it must be considered, will start with advantages that the old one did not possess, and this morning's issue certainly promises well for those which will follow. *The Philadelphia Post* has talented writers upon its editorial corps, who will undoubtedly exert themselves with effect to make it a success, and we sincerely hope that it will receive from the public all the consideration it may deserve.

THE LUMBER TRADE AT PUGET SOUND.—From the special report of W. Milnor Roberts, Esq., U. S. Civil Engineer, on the route of the Northern Pacific Railroad, we take the following paragraph:—From Seattle we steamed over to *Port Gamble* or *Tea Ka Let*, where we found important saw-mills, belonging to Pope and Talbot—the largest now on the Sound. These mills have made one hundred and fifty thousand feet board measure in twenty-four hours. When their new gang saws, now nearly finished, are complete, their capacity will be two hundred thousand feet per day. This firm owns and sails seventeen vessels to San Francisco, the Sandwich Islands, etc. They have had eight vessels at a time loading lumber at their wharves. They employ a steam-tug for towing large rafts. I present these statistics in order to convey an idea of the magnitude and importance of the lumber business of Puget Sound. Without describing each locality where there are saw-mills, I may state that there are ten establishments now running, whose average daily product is from five hundred to seven hundred thousand feet, and the number and capacity of the mills are on the increase, and the business is yet in its infancy.

NOTICES.

SKATING JACKETS.
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BENNETT & CO.,
TOWER HALL,
No. 518 MARKET STREET,
HALF-WAY BETWEEN FIFTH AND SIXTH STREETS,
HAVE
A fine assortment of these seasonable and comfortable Coats, selling at half-price.
THEY ARE HEAVY AND WARM
As an overcoat, but shorter, and are worn by many as the only out-of-doors coat, being found warm enough, and much more convenient than the overcoat for business, and
MUCH CHEAPER.

WHITMAN'S JUJUBE.—For singers and public speakers, to keep the throat moist and voice clear, it is excellent. 25 cents per box. Druggists sell it.
STEPHEN F. WHITMAN & SON,
Sole Manufacturers,
S. W. corner of Twelfth and Market streets.

CLOTHING.

OUR WINTER STOCK
OF
Fine Ready-made Clothing
MUST BE SOLD TO CLEAR COUNTERS
For the reception of an entirely new line of
Spring Goods.
WE WILL THEREFORE MAKE
STILL GREATER CONCESSIONS
In the prices of everything.
OVERCOATS FOR MEN, YOUTHS, BOYS, AND CHILDREN.
SKATING COATS,
STREET COATS,
BUSINESS SUITS,
DRESS SUITS,
YOUTHS' SUITS,
BOYS' SUITS,
CHILDREN'S FANCY SUITS.
We still have an excellent assortment of GOODS IN THE PIECE TO MAKE UP TO ORDER, which we will dispose of at WONDERFULLY LOW FIGURES.
GENTLEMEN'S FURNISHING GOODS, HOSIERY, GLOVES, TIES, SHIRTS, COLLARS, AND UNDERWEAR, IN GREAT VARIETY,
Made expressly for our own sales.
WANAMAKER & BROWN,
OAK HALL, POPULAR CLOTHING HOUSE,
S. E. Corner SIXTH and MARKET Streets.

UPHOLSTERY GOODS, ETC.

NEWEST DESIGNS
IN
LACE CURTAINS
AND
LAMBREQUINS.
STEVENSON & SCHWEMMER,
No. 1113 CHESNUT Street,
GIRARD ROW.
FINE BORDERED SHADES,
With best fixtures, put up $1·50 each.
COMPLETE ASSORTMENT OF
TABLE and PIANO COVERS.
10 12 wfm3m4p

CHESNUT STREET SKATING RINK, TWENTY-THIRD AND CHESNUT STREETS.
The ice has been reflooded, making an entirely new skating surface; the best ice of the season.
MUSIC.
MUSIC.
MUSIC.
By special invitation, the best Amateur Skaters of Philadelphia will be present This Evening.
MUSIC!
BY THE LIBERTY SILVER CORNET BAND.
Positively no postponement on account of snow or rain storms.
1t J. A. PAYNE & BRO.

MÆNNERCHOR BAL MASQUE,
AT THE ACADEMY OF MUSIC,
TUESDAY, February 14.
One-half of the proceeds will be appropriated to the assistance of the sufferers in the French and German war. 1t

FOURTH EDITION

MOTLEY AND FISH.

More Secret History.

The Long-Sought Correspondence

Mr. Motley's Letter.

And Secretary Fish's Reply.

The Wreck of the Saginaw.

The Oakes Ames Failure.

Proceedings of Congress

Etc., Etc., Etc., Etc., Etc.

FROM WASHINGTON.

The Letter of Mr. Motley

Despatch to the Associated Press.

to Mr. Fish is dated December 7, in which he says, after alluding to his recall, "It would be impossible for any diplomatic agent to believe himself as more thoroughly possessing the confidence of the Government which he had the honor to serve than I supposed myself to enjoy at that moment; no intimation of a contemplated change had been made to me. No shadow of a difference of opinion existed between the President and his Government and myself as to our relations with Great Britain or any other power, or as to the general policy of his administration; and I was at that very period engaged in as delicate and confidential a diplomatic correspondence with yourself and the British Government upon several important matters as could well be confided by a government to its foreign agent.

"The report in the newspapers I dismissed, therefore, as an idle rumor, the President of the United States being incapable, as I believed, of thus dealing with a public servant whom he had himself so recently appointed. Had a change been contemplated I felt certain that I should have been privately informed of it first, and the public afterwards. Had any charges against me of dereliction from duty been possible I was sure they would have been preferred to my face, so that I might have the opportunity of answering them. No man has the right to doubt that, and in such case I would have at once offered my resignation." At the end of Mr. Motley's long letter he says:—"I have thus recorded in my last official act a solemn protest against the outrage, as I believe entirely without precedent, of my peremptory removal."

The Motley correspondence is down to the 30th of December. At that date Mr. Fish addressed a letter to Mr. Moran, Secretary of Legation, saying Mr. Motley having closed his mission, asks no permission, but assumes as a right to place his statement on record. Questioning the taste and denying the right of this assumption, Mr. Fish nevertheless allows a place in the diplomatic record of the country to Mr. Motley's history of the end of his mission.

Mr. Fish remarks that Mr. Motley says it has been rumored he was removed from the post of Minister to England on account of the opposition to the San Domingo treaty made by an eminent Senator, who honors him with his friendship. Secretary Fish says:—"Men are apt to attribute the causes of their own failures or their own misfortunes to others than themselves, and to claim association or seek a partnership with real or imaginary greatness with which to divide their sorrows or their mistakes. There can be no question as to the identity of the eminent Senator at whose door Mr. Motley is willing to deposit the cause of his removal, but he is entirely mistaken in seeking a vicarious cause of his loss in confidence and favor, and it is unworthy of Mr. Motley's real merit and ability, and an injustice to the venerable Senator alluded to, to whose influence and urgency he was originally indebted for his nomination, to attribute to him any share in the cause of his removal." Mr. Fish states among the reasons for the recall of Mr. Motley, that shortly after his appointment and before he left this country for his post of duty, it became apparent that upon a question of controlling interest at that moment occupying the attention of the thoughtful and prudent to restrain the passions which had been excited by eloquent declamation and rhetoric, Mr. Motley accepted the views upon which popular excitement had been stimulated and wrought to the verge of dangerous irritation rather than those which the President deemed to be sound, and based upon the true principles of public law.

The Wreck of the Saginaw.

The following is a copy of the official telegram announcing the wreck of the U. S. steamer Saginaw:

SAN FRANCISCO, Jan. 8.—Hon. George M. Robeson, Secretary of the Navy:—The Saginaw was lost on the Ocean Island on the 29th of October. Lieutenant Talbot, with four men, reached the Sandwich Islands after a voyage of thirty days, by boat. He was drowned, with three men, by the surf. One survivor left, who gave the information. The Hawaiian steamer and a schooner sailed for the rescue of the crew immediately,

JOHN A. WINSLOW,
Rear-Admiral Commanding.

FROM NEW ENGLAND.

The Oakes Ames Creditors—An Extension Allowed.

BOSTON, Jan. 9.—At a meeting of the creditors of Oakes Ames & Co. to-day, the committee previously appointed to examine their affairs, reported the assets of the firm exceeding their indebtedness by over eight million dollars, and recommended an extension of six, twelve, eighteen, and twenty-four months. The creditors are to receive seven per cent. interest, which extension the committee believe will assure the payment of every dollar, principal and interest. The report was accepted.

Bark Foundered.

BOSTON, Jan. 9.—The bark Volunteer, from Malaga, foundered off Cape Cod this forenoon. The crew was saved.

FROM THE SOUTH.

Unreasonable Printers.

SAVANNAH, Jan. 9.—The newspaper printers in this city are on a strike for sixty cents per thousand ems. The proprietors have refused to pay it. The price now is fifty cents, and the printers who work a full week make from $30 to $50 per week at that price.

CONGRESS.

FORTY-FIRST TERM—THIRD SESSION.

House.

Continued from the Third Edition.

Mr. Butler, of Massachusetts, asked if he could present at this time the petition of some forty Boston merchants in favor of annexation.

Mr. Cox objected.

Mr. Brooks, of New York, desired to offer an amendment, giving the appointment of the commissioners to the Speaker of the House and President of the Senate.

Mr. Orth asked Mr. Brooks whether with that amendment he would vote for the joint resolution.

Mr. Brooks replied that he would.

The Speaker remarked that the discussion was not in order except by unanimous consent.

Mr. Bingham objected.

Mr. Brooks remarked that the President of the United States had been charged with malfeasance in regard to this matter, and that it was but just and right, if commissioners were to be appointed, that the appointment should come from Congress.

Mr. Garfield inquired whether the motion was in such a shape as would permit amendments to be offered to the resolution.

The Speaker replied that it was not.

The motion was to suspend the rules and pass the resolution.

Mr. Garfield hoped that that motion would not be persisted in.

Mr. Cox desired to have the title amended, so as to make it read "Joint resolution to foster private speculation."

Mr. Orth said that at the suggestion of his friends he would modify his motion and make it simply to take the Senate joint resolution from the Speaker's table.

Several Republican members exclaimed, "That is right."

The motion as modified was rejected—yeas 121, nays 62—two-thirds not voting in the affirmative.

Mr. Orth then rose to report from the Committee on Foreign Affairs an original joint resolution on the same subject.

Mr. Eldridge asked by what right the report was made?

The Speaker replied that the House had given the Committee of Foreign Affairs the right to report on the subject on five days' notice being given, and that that notice had been given last Wednesday.

Mr. Wood made the point of order—first, that the notice had not been authorized by the Committee of Foreign Affairs, and, second, that five legislative days had not intervened.

Both points were overruled by the Speaker.

Mr. Orth said that he had been instructed by the Committee on Foreign Affairs to report back the resolution originally offered by Mr. Banks, with a substitute, which was the exact language of the resolution passed by the Senate. It had been his purpose not to yield to any amendment, but he was compelled to make one exception in favor of a member of the committee (Mr. Ambler), who had an amendment to offer.

Mr. Wood remarked that the minority of the committee was not treated with the respect to which it was entitled. He had understood in the committee that he should have the opportunity of offering amendments in the House.

Mr. Orth denied that there was any such understanding.

Mr. Ambler offered his amendment, which was to add to the third section of the joint resolution the following words:—"Provided that nothing in this resolution contained shall be held, understood, or construed as committing Congress to the policy of annexing the territory of said Republic of Dominica."

Several Republican members—That is right.

Mr. Holman moved to lay the joint resolution on the table.

Mr. Cox moved to adjourn and Mr. Eldridge moved to adjourn till Wednesday next.

Mr. Brooks, of New York, remarked that these dilatory motions were made because no debate was allowed.

After some time spent in taking the vote on these dilatory motions, Mr. Orth renewed his original motion to suspend the rules and take from the Speaker's table and pass the Senate joint resolution.

Mr. Farnsworth suggested whether it might not be as well to give an opportunity for debate.

Mr. Bingham objected to any discussion.

Mr. Cox renewed the motion to adjourn. Negatived.

PHILADELPHIA STOCK EXCHANGE SALES

Reported by De Haven & Bro., No. 40 S. Third street.

BETWEEN BOARDS.

$2000 Leh Gold L..ca 87	200 sh Read...ls.2d.49·56
5 sh Cam & Am R.121	100 do....b30.49·56
200 do.........121	200 do.........49·56
48 do.........121½	200 do....b30.49·56
100 sh Pa Cnl Stk.. 25	18 do.s5wn.trf. 49½
400 sh Leh Nls...c. 34½	100 do.....b5.49·56
5 sh Leh V R.... 60	100 do.......c. 49½
2 sh Penna RR... 62	37 sh Mech Bank.. 31½
100 sh Read R..s30. 49½	

SECOND BOARD.

$2000 City 6s, N...c.100½	100 sh Read R.s5&i. 49½
$2400 do.........100½	100 do...s5wn. 49½
$7500 do.........100½	100 do..b30wn.49·56
$3400 do.........100½	125 do.........49·56
$100 do.prior to '62.101½	600 do.......ls.49·56
$10000 Sch N 6s, 82. 73½	8 sh O C & A R... 46
99 sh Leh Val..ls. 60	100 sh C & Am R...s5wn..121½
30 do......... 60	

CLOTHING.

MUST AND SHALL.

R. & W.

The whole of our remaining Winter Stock of Elegant Raiment for Gentlemen at the GREAT BROWN HALL of ROCKHILL & WILSON, must and shall be sold

603 NOW! 605

In order
To make room
For the immense stock
Of rich and beautiful Spring Goods
Now in preparation for Spring Sales.
In our to accommodate our friends,
While we are taking stock,
We will let them
Have Winter Clothes
At lower rates
Than ever.

LOOK!

BIG BARGAINS IN BOY'S CLOTHES!
GREAT REDUCTION IN RICH RAIMENT!!
PRODIGIOUS PILES OF PANTALOONS!!!
UNHEARD-OF OPPORTUNITIES ON OVERCOATS!!!!
STUPENDOUS SALES OF SEASONABLE STOCK!!!!!

ROCKHILL & WILSON
GREAT BROWN HALL,
603 and 605 CHESNUT STREET,
PHILADELPHIA.

HABILLEMENTS
No 824 CHESTNUT ST.
CHARLES STOKES & Co.
UNDER THE CONTINENTAL HOTEL
PHILADELPHIA: PA.

Tailors
And Dealers in
Ready-made Clothing.
Suits,
Suits! $15·00.
Suits,
Overcoats $10·00 Overcoats
to
Overcoats $15·00 Overcoats
and upwards.

FLOUR.

L. KNOWLES & CO.,
No. 1218 MARKET Street,
RECEIVERS OF
CHOICEST GRADES OF ST. LOUIS FAMILY FLOUR. 1 5 6t4p

SEWING MACHINES.

THE
WHEELER & WILSON
SEWING MACHINE,
For Sale on Easy Terms.
NO. 914 CHESNUT STREET.
4 mwd PHILADELPHIA.

HOLIDAY GOODS.

HOLIDAY GOODS.
Spring Horses,
Rocking Horses,
Children's Carriages,
BOYS' SLEDS, WAGONS,
VELOCIPEDES, Etc. Etc.
H. J. SHILL,
Factory, No. 226 DOCK Street,
12 9 4p BELOW EXCHANGE.

FINANCIAL.

DREXEL & CO.,
No. 34 SOUTH THIRD STREET,
American and Foreign Bankers,
DRAWS EXCHANGE ON LONDON AND PRINCIPAL CITIES OF EUROPE.
DEALERS IN
Government and Railroad Securities,
Drexel, Winthrop & Co., No. 18 Wall Street, New York.
Drexel, Harjes & Co., No. 3 Rue Scribe, Paris.

PIANOS.

STEINWAY & SONS'
Grand Square and Upright Pianos.
Special attention is called to their ne
Patent Upright Pianos,
With Double Iron Frame, Patent Resonator, Tubular Metal Frame Action, etc., which are matchless in Tone and Touch, and unrivalled in durability.
CHARLES BLASIUS,
WAREROOMS,
No. 1006 CHESNUT STREET,
9 13 tfrp PHILADELPHIA.

PATENT
Arion Piano Fortes,
Warranted to stand in tune longer than any other Pianos in the market.
ALSO, ESTEY'S COTTAGE ORGANS,
With the Jubilant. E. M. BRUCE,
No. 18 North SEVENTH Street.
Music Bound at lowest rates. 12 9 fmw1mrp

WATCHES.

Established in 1854.
WATCHES.
EVERGOING
STEM-WINDERS,
KEY-WINDERS,
QUARTER SECONDS,
MINUTE REPEATERS,
ETC. ETC. ETC.
C. & A. PEQUIGNOT,
608 CHESNUT STREET,
2 1 m. 1 4 PHILADELPHIA.

COPARTNERSHIPS.

THE FIRM OF ELLIOTT & DUNN IS THIS day dissolved by mutual consent. Either member of the firm will sign in liquidation.
WILLIAM ELLIOTT,
J. H. DUNN.
PHILADELPHIA, January 2, 1871.

The undersigned have this day entered into a COPARTNERSHIP for the purpose of transacting a general Banking business, at No. 109 South THIRD Street, under the name of ELLIOTT, COLLINS & CO.
WILLIAM ELLIOTT,
FREDERIC COLLINS,
ADOLPHUS W. ELLIOTT,
FREDERIC J. ELLIOTT.
PHILADELPHIA, January 2, 1871. 1 3 6t

A COPARTNERSHIP IS THIS DAY FORMED between the undersigned, who propose to carry on A GENERAL BANKING BUSINESS, at Nos. 51 and 53 South THIRD Street, in this city, under the style of DUNN BROTHERS.
J. H. DUNN,
R. M. DUNN.
2d January, 1871. 1 2

COAL.

ANTHRACITE COAL,
Per Ton of 2240 Pounds, Delivered.
LEHIGH—Furnace, $7·75; Stove, $9; Nut, $7.
SCHUYLKILL—Furnace, $7; Stove, $7 25; Nut, $6·25.
EASTWICK & BROTHER,
Yard corner TWENTY-SECOND Street and WASHINGTON Avenue. [8 20 rptf
Office, No. 228 DOCK Street.

OPTICIANS.

SPECTACLES.
Microscopes, Telescopes, Thermometers, Mathematical, Surveying, Philosophical and Drawing Instruments, at reduced prices.
JAMES W. QUEEN & CO.,
No. 924 CHESNUT Street,
7 30 mwf64p PHILADELPHIA.

MACHINERY.

HOISTS FOR ANY LOCATION, WORKED by Steam, Belt, and Hand.
GEORGE C. HOWARD,
5 9 m1 No. 17 South EIGHTEENTH Street.

MUSICAL AND DRAMATIC.

The City Amusements.

THE GERMAN OPERA.—At the Academy of Music this evening Beethoven's matchless opera of *Fidelio* will be represented, with the following cast:—"Leonora," Madame Louise Lichtmay; "Marcelline," Mad'lle Bertha Roemer; "Florestan," Carl Bernard; "Jacquino," Theodore Habelmann; "Pizarro," Edward Vierling; "Governor," Wilhelm Formes; "Rocco," Carl Formes.

To-morrow evening Nicolai's opera of the *Merry Wives of Windsor* will be given, on Wednesday, *Faust*, on Thursday, *Don Giovanni*, on Friday, *Tannhauser*, on Saturday afternoon *La Dame Blanche*, and on Saturday evening *Der Freischutz*.

AT THE ARCH a new play entitled *Coquettes; or, The Two Joneses*, will be produced, with Mrs. Drew in the *role* of "Mrs. Arthur Minton," and the other characters represented by the principal members of the company.

AT THE WALNUT the drama of *The Great City*, which achieved a great success last week, will be repeated this evening and until further notice.

AT THE CHESNUT Mr. and Mrs. Florence will appear this evening in a new play written expressly for them, entitled *At Last*.

Next week Mr. E. L. Davenport will appear in a series of standard plays, in which he will be supported by Miss Phillis Glover, a young lady who has an excellent reputation in London, and by Mr. Charles R. Thorne, who will become a permanent member of the Chesnut street company. Mrs. Davenport, who has not performed in this city for several years, is also announced to appear.

AT THE NEW AMERICAN Mr. D. L. Morris, Dutch comedian, Mr. Gus Williams, character actor and singer, and a number of other popular performers will appear this evening in a miscellaneous entertainment.

AT MRS. WARNER'S CIRCUS, Tenth and Callowhill streets, the last week of D'Atalie, "the man with the iron jaw," and M'lle Angela, "the female Samson," is announced. These performers will appear this evening, and will execute a number of their wonderful feats.

AT THE AMERICAN MUSEUM, Ninth and Arch streets, the collection of curiosities is on exhibition from 9 A. M. to 10 P. M. This evening the musical extravaganza of *Puss in Boots* will be performed in the "lecture room," to be preceded by the drama of *All's Not Gold that Glitters*.

AT THE ARCH STREET OPERA HOUSE a variety of novelties is announced for this evening. The programme will include the funny holiday pantomime of *Hush-a-bye Baby*, which maintains an undiminished popularity.

AT DUPREZ & BENEDICT'S OPERA HOUSE the drama of *Rip Van Winkle* will be performed this evening, with Mr. Sam Ryan in the title *role*.

SIGNOR BLITZ and his son will give one of their popular magical and ventriloqual entertaiments at the Assembly Building this evening.

ROTHERMEL'S picture of "The Battle of Gettysburg" may be seen at No. 1003 Chesnut street from 9 A. M. to 10 P. M.

BIERSTADT'S picture of "The Emerald Pool" is now on exhibition at Earles' Galleries. The proceeds of this exhibition will be given to the Lincoln Home, for the benefit of the soldiers' orphans in that institution.

A SYMPHONY AND POPULAR CONCERT will be given on Thursday evening next at Horticultural Hall. Haydn's Symphony No. 5 D. major will be given for the first time in Philadelphia, by a full orchestra. The rest of the programme will be made up of selections from the works of popular composers.

CITY ITEMS.

A FAVORITE SECURITY.—The remarkable success which has attended the efforts of the house of Henry Clews & Co. to place the Burlington, Cedar Rapids and Minnesota Railway bonds, is due to many causes, among which are the following:—

The road has the best initial point in America, the terminus of the Chicago, Burlington and Quincy Railroad—St. Paul and Mankato, the best lumber and grain depots of the land, as its terminal points; and runs through the garden of Cereals, the Cedar Valley, pronounced by geologists as chemically superior to all other lands suitable for bearing Cereals. The axiom necessary to a first-class road, 1st, That it begin *somewhere*, *i. e.*, a place of importance; 2d, Go *somewhere*; and, 3d, Pass through a fine country, is therefore met.

The traffic of the road in lumber will be immense, carrying from the St. Anthony mills in the gondola car, when its double track is finished, lumber for all that great lumberless region south of the St. Peter's river and west of the Mississippi, even to the slopes of the Colorado and Rocky Mountain peaks, and returning over the same track the same gondola car, laden with coal from the Desmoines Valley or from Illinois.

Like the neck of a bottle or sack, this Cedar Valley is the only outlet for the great Northwest, with its 2,000,000,000 acres of the finest wheat lands in the world, the vast railroad system of Minnesota, the coal, iron, copper, and timber of the Saskatchawan, Red river, and Superior regions.

The road serves more interests than any in the country, St. Paul being by this 45 miles nearer to Chicago than by any other route, and the distance to St. Louis being lessened 90 miles. It serves also no less than thirteen confluents receiving and imparting trade. It is but a continuation of the Chicago, Burlington and Quincy Railroad, whose stock in its original investments is 200 and upwards. It is but a continuation of the Pennsylvania Central, whereby a locomotive may go out of Jersey City over its bed or track into St. Paul and beyond. The great Southern lines now building and to be built must pass through this sack's neck up into the Northwest.

It is a fair estimate that every acre of land in Iowa could raise two hogs annually. There are over 35,000,000 acres. Two hogs are worth $50, making a gross product of $1,750,000,000; such is the capacity of Iowa. A smart Yankee could lease the State, pay off the national debt in two years, and have a snug sum for his trouble. Now this road belts this State across the middle. It is, in fact, the pride of the State, since instead of serving Chicago only as all other Iowa roads do, it serves Chicago no less, but St. Louis entirely. When manufacturers shall become established along this Cedar Valley, receiving the iron from the North and the cotton from the South, and the coal just at hand in the Desmoines Valley, a population greater than New England must swarm all along the route of this road. The men that are engaged in pushing this road to completion are for probity, power, and energy unequalled. The great banking-house of Henry Clews & Co. negotiate the bonds, and so fully convinced are they that a Burlington, Cedar Rapids and Minnesota Bond is as good as a 5'20, that they offer to buy back, at the price sold, all bonds previous to the placing of these bonds upon the stock board, thus making a market now for the bonds.

The road will be opened within ten days to Cedar Falls, giving a complete connection at once. The earnings on the portion already completed are not far from $8000 per mile yearly, and when the fragments are connected by completion it is confidently expected the income will be doubled.

Such a bond, bearing interest at 7 per cent., gold, free of U. S. tax, coupon or registered, convertible into stock, and secured by a first mortgage upon a completed road, cannot fail to become a favorite with all capitalists.

All banks, and banking institutions throughout this country sell these bonds at the subscription price of 90, and interest in currency.

BOYS,
BOYS,
BOYS.

We are selling for $5 Boys' Overcoats that far surpass anything ever offered for the price. Examine them at ROCKHILL & WILSON'S Great Brown Stone Hall, Nos. 603 and 605 CHESNUT street.

N. B.—Our $10, $12, and $15 suits are going off by the thousands.

SEA MOSS FARINE from pure Irish Moss, for Blanc Mange, Puddings, Custards, Creams, etc. etc. The cheapest, healthiest, and most delicious food in the world.

BURNETT'S COLOGNE the best made in America.

FEVER AND AGUE.—WHY SHAKE? PLANTATION BITTERS *will positively cure any form of intermittent fever*. Travel through any region where the malady prevails, and all who have tried the preparation will tell you so. Thousands of families in the Ohio and Mississippi valleys, and on the borders of the Southern rivers and swamps, regard it as a specific for the complaint. Nothing could induce them to be without it; and they begin to take it regularly at the commencement of the spring and at the close of summer, as a safeguard against malaria. They show their wisdom thereby. The shivering plague passes their door without intruding, to smite their neighbors who have shown less forecast. Every year, however, the number of these improvident victims decreases. There is no teacher like experience; and when a shaking and burning sufferer sees his friend on the next farm or plantation in perfect health, though breathing the same atmospheric poison as himself, he learns that this exception to the complaint is due to PLANTATION BITTERS.

BURNETT'S COOKING EXTRACTS the best.

CELEBRATED PRIZE MEDAL SHIRTS,
PERFECT IN FIT,
SUPERIOR IN QUALITY AND WORKMANSHIP,
CHEAP IN PRICE.
Orders promptly delivered.
A. M. THOMPSON,
Manufacturer No. 146 N. Fourth street.

WHY DO
WHY DO
WHY DO

people come from all parts of the city to buy CARPETS at the Arch Street Carpet Store? Because they are *good* and cheap! Remember the place, No. 832 Arch street, two doors below Ninth.

WILLIAM GETTY.

MR. WILLIAM W. CASSIDY, the jeweller at No. 8 South Second street, has one of the largest and most attractive stocks of all kinds of Jewelry and Silverware in the city. He has also on hand a fine assortment of fine American Western Watches. Those who purchase at this store at the present time are certain to get the worth of their money.

SOZODONT.—All dentrifices had their drawbacks until the salubrious bark of the Soap Tree was brought from the Chilian valleys to perfect the fragrant Sozodont, the most wholesome, reliable, and delightful article for the teeth that a brush was ever dipped into.

BEDDING, best in the city, lowest price, and guaranteed, by ALBERTSON & Co., No. 1435 Chesnut street.

"SPALDING'S GLUE," always up to the sticking point."

MARRIED.

ULMER—MILLBOURN.—On the 3d of January, 1871, at the residence of the bride's parents, in Frankford, Philadelphia, by Rev. John F. Chaplain, D. D., Mr. GEORGE B. ULMER, of Philadelphia, and Miss AMELIA P., eldest daughter of Mr. Geo. Millbourne.

WALTON—HALL.—January 1st, by the Rev. H. Hastings Weld, at Christ Church, Riverton, N. J., Mr. ISAAC NEWTON, of Delanco, and SARAH ANN E., daughter of Charles Hall, Esq., of Palmyra, New Jersey.

DIED.

CUMMINGS.—On the morning of the 6th instant, MRS. HANNAH CUMMINGS, widow of the late David Cummings, in the 78th year of her age.

Due notice will be given of the funeral. ****

COSINE.—On the 7th instant, Mrs. MARY A COSINE, aged 85 years.

The relatives and friends are respectfully invited to attend her funeral, from the residence of her son-in-law, Mr. John V. Vanderbilt, No. 714 North Broad street, on Tuesday, the 10th instant, at 1½ o'clock. To proceed to Monument Cemetery. **

DEMPSON.—On the 7th instant, AMELIA DEMPSON, daughter of George and Anna Maria Chase, aged 20 years.

The relatives and friends are respectfully invited to attend the funeral, also the Lincoln Association, and also the Bethany Mission Sunday School, from the residence of her parents, No. 1710 Ridge avenue. To proceed to Lebanon Cemetery. Meet at 1 o'clock, and move at 2 on Tuesday afternoon, the 10th instant.

GARTLAND.—On the 7th instant, CATHARINE, wife of Mr. James Gartland, aged 38 years.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of her husband, No. 2039 Hampton street, ab. Lombard, on Wednesday morning, at 8½ o'clock.

LOUDENSLAGER.—On the 8th instant, OLIVE L., wife of Adam G. Loudenslager, in the 66th year of her age.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of her husband, No. 910 Buttonwood street, on Thursday afternoon, at 1 o'clock. To proceed to Mount Peace Cemetery.

MEDARY.—On the 8th instant, CHARLES MEDARY, aged 42 years.

The relatives and male friends of the family are respectfully invited to attend his funeral, from his late residence, York street, between Second and Front streets, on Wednesday afternoon, at 1 o'clock. To proceed to Mount Vernon Cemetery.

SPECIAL NOTICES.

For additional Special Notices see Inside Pages.

☞ ACCURACY, TASTE, BEAUTY, AT HELFENSTEIN & LEWIS' Railroad and Commercial Printing House, FIFTH and CHESNUT Streets. 1t

☞ THE FIRST QUARTERLY MEETING OF THE WOMEN'S CHRISTIAN ASSOCIATION will be held on WEDNESDAY AFTERNOON, Jan. 11, at half-past 3 o'clock, at No. 1210 CHESNUT Street (third floor). Members and all other ladies interested are cordially invited to be present.
1 9 2t* M. C. EARLEY, Cor. Secretary.

☞ ILLUSTRATED LECTURE. J. M. HUTCHINGS (of Yo-Semite) will give a Lecture—Illustrated with the Finest Series of Views ever taken—on "The Wonders of Yo-Semite and the Big Trees of California," at CONCERT HALL, CHESNUT Street, near Twelfth, on MONDAY EVENING, 16th inst., at 8 o'clock.
Tickets, 50c. To be had at GOULD & FISCHER'S Piano Rooms, No. 923 CHESNUT Street, from 9 A. M. to 5 P. M. 1 9 mwfsm5t*

☞ THE ANNUAL MEETING OF THE Sunday School Association of the P. E. Church in Philadelphia will be held on Monday evening, January 9, at 7½ o'clock, in the CHURCH OF THE EPIPHANY, corner of FIFTEENTH and CHESNUT Streets.
The annual report will be read, election for officers held, and addresses delivered by Rev. M. A. DE WOLFE HOWE, D. D., Rev. RICHARD NEWTON, D. D., Rev. C. M. BUTLER, D. D., and others.
1t GEORGE C. THOMAS, Rec. Sec.

TOBACCO.

RED CLOUD
NAVY TOBACCO.
J. A. BLAKE & CO.,
SOLE MANUFACTURERS,
No. 1907 MARKET STREET,
11 11 fmw3mrp PHILADELPHIA.

MILLINERY.

M R S. R. DILLON,
NOS. 323 AND 331 SOUTH STREET.
FANCY AND MOURNING MILLINERY, CRAPE VEILS.

Ladies' and Misses' Crape, Felt, Gimp, Hair, Satin, Silk, Straw and Velvets, Hats and Bonnets, French Flowers, Hat and Bonnet Frames, Capes, Laces, Silks, Satins, Velvets, Ribbons, Sashes, Ornaments and all kinds of Millinery Goods. 1 4

WRIGHT'S
NE PLUS ULTRA
Minced Meat.
Unequalled for Quality.

CAUTION.—Beware of all imitations, as there but one WRIGHT in the market.

DEPOT,
SOUTHWEST CORNER
SPRING GARDEN and FRANKLIN
SOLD BY ALL GROCERS. 12 15 ftrp

FINANCIAL.

A RELIABLE
Safe Home Investment
THE
Sunbury and Lewistown Railroad Company
7 PER CENT. GOLD
First Mortgage Bonds.
Interest Payable April and October, Free of State and United States Taxes.

We are now offering the balance of the loan of $1,200,000, which is secured by a first and only lien on the entire property and franchises of the Company,

At 90 and the Accrued Interest Added.

The Road is now rapidly approaching completion, with a large trade in COAL, IRON, and LUMBER, in addition to the passenger travel awaiting the opening of this greatly needed enterprise. The local trade alone is sufficiently large to sustain the Road. We have no hesitation in recommending the Bonds as a CHEAP, RELIABLE, and SAFE INVESTMENT.

For pamphlets, with map, and full information, apply to

WM. PAINTER & CO.,
BANKERS.
Dealers in Government Securities,
No. 36 South THIRD Street,
6 9 tfsp PHILADELPHIA.

Wilmington and Reading RAILROAD
SEVEN PER CENT. BONDS,
Free of Taxes.

We are offering $200,000 of the Second Mortgage Bonds of this Company

AT 82½ AND ACCRUED INTEREST.

For the convenience of investors these Bonds are issued in denominations of

$1000s, $500s, and $100s.

The money is required for the purchase of additional Rolling Stock and the full equipment of the Road.

The road is now finished, and doing a business largely in excess of the anticipations of its officers.

The trade offering necessitates a large additional outlay for rolling stock, to afford full facilities for its prompt transaction, the present rolling stock not being sufficient to accommodate the trade.

WM. PAINTER & CO.,
BANKERS,
No. 36 South THIRD Street,
5 5 PHILADELPHIA.

JANUARY 1, 1871,
C O U P O N S.

THE COUPONS OF THE SECOND MORTGAGE BONDS OF THE
Wilmington and Reading Railroad Company,
DUE FIRST OF JANUARY,
Will be paid on and after that date at the Banking House of
WM. PAINTER & CO.,
No. 36 SOUTH THIRD STREET,
PHILADELPHIA.
12 19 tf WM. S. HILLES, Treasurer.

B. K. JAMISON & CO.,
SUCCESSORS TO
P. F. KELLY & CO.,
BANKERS AND DEALERS IN
Gold, Silver, and Government Bonds,
At Closest Market Rates,
N. W. Cor. THIRD and CHESNUT Sts.
Special attention given to COMMISSION ORDERS in New York and Philadelphia Stock Boards, etc. etc. 264

JOHN S. RUSHTON & CO.,
BANKERS AND BROKERS.
NOVEMBER COUPONS WANTED
City Warrants
BOUGHT AND SOLD.
No. 50 South THIRD Street.
6 3 66 PHILADELPHIA.

FINANCIAL.

JAY COOKE, McCULLOCH & CO.,
No. 41 LOMBARD Street,
LONDON, ENGLAND.

In connection with our houses in New York and Washington, we have opened a Branch in London, under the above name, with

Hon. Hugh McCulloch,
Late Secretary of the Treasury,

J. H. PULESTON, of New York, and FRANK H. EVANS, of London, as Resident Partners, and are now prepared to transact a

General Foreign Exchange Business
INCLUDING
PURCHASE AND SALE OF STERLING BILLS,
And the Issue of
COMMERCIAL CREDITS AND TRAVELLERS' CIRCULAR LETTERS,
The latter available in any part of the world.

The above extension of our business enables us to receive

Gold on Deposit,
And to allow 4 per cent. in currency thereon.

JAY COOKE & CO.,
BANKERS,
PHILADELPHIA, WASHINGTON, AND NEW YORK. 12 1 m

WE OFFER FOR SALE, AT PAR,
THE NEW MASONIC
TEMPLE LOAN,
Bearing 7 3-10 interest,
Redeemable after five (5) and within twenty-one (21) years.
Interest Payable March and September.

The Bonds are registered, and will be issued in sums to suit.

DE HAVEN & BRO.,
No. 40 South THIRD Street.
6 11 PHILADELPHIA.

Stocks bought and sold on commission. Gold and Governments bought and sold. Accounts received and interest allowed, subject to Sight Drafts.

D. C. WHARTON SMITH & CO.
BANKERS AND BROKERS,
No. 121 SOUTH THIRD STREET,
Successors to Smith, Randolph & Co.

Every branch of the business will have prompt attention as heretofore.

Quotations of Stocks, Governments, and Gold, constantly received from New York by PRIVATE WIRE, from our friends, Edmund D. Randolph & Co.

F O R S A L E,
Six Per Cent. Loan of the City of Williamsport, Pennsylvania,
Free of all Taxes,
At 85 and Accrued Interest.

These Bonds are made absolutely secure by act of Legislature compelling the city to levy sufficient tax to pay interest and principal.

P. S. PETERSON & CO.,
No. 39 S. THIRD STREET,
25 PHILADELPHIA.

DUNN BROTHERS,
BANKERS,
Nos. 51 and 53 S. THIRD St.,

Dealers in Mercantile Paper, Collateral Loans, Government Securities, and Gold.

Draw Bills of Exchange on the Union Bank of London, and issue travellers' letters of credit through Messrs. BOWLES BROS & CO., available in all the cities of Europe.

Make Collections on all points.

Execute orders for Bonds and Stocks at Board of Brokers.

Allow interest on Deposits, subject to check at sight. 12

ELLIOTT, COLLINS & CO,
BANKERS,
No. 109 South THIRD Street.
MEMBERS OF STOCK AND GOLD EXCHANGES.
DEALERS IN MERCANTILE PAPER,
GOVERNMENT SECURITIES, GOLD,
4 26 ETC. ETC.

FINANCIAL.

NEW 7 30 GOLD LOAN.
SAFE! PROFITABLE! PERMANENT!
JAY COOKE & CO.
Offer for sale at Par and Accrued Interest the
FIRST MORTGAGE LAND GRAND GOLD BONDS
OF THE
NORTHERN PACIFIC RAILROAD CO.

These bonds are secured, *first*, by a First Mortgage on the Railroad itself, its rolling stock and all equipments; *second*, by a First Mortgage on its entire Land Grant, being more than Twenty-two Thousand Acres of Land to each mile of Road.

The Bonds are free from United States Tax; the Principal and Interest are payable in Gold—the Principal at the end of Thirty years, and the Interest Semi-annually, at the rate of SEVEN AND THREE-TENTHS PER CENT. per annum.

They are issued in denominations of $100, $500, $1000, $5000, and $10,000.

The Trustees under the Mortgage are Messrs. Jay Cooke, of Philadelphia, and J. Edgar Thomson, President of the Pennsylvania Central Railroad Company.

These Northern Pacific 7-30 Bonds will at all times before maturity be receivable at Ten per Cent. Premium (or 110) in exchange for the Company's lands at their lowest cash price.

In addition to their absolute safety, these Bonds yield an income larger, we believe, than any other first-class security. Persons holding United States 5-20s can, by converting them into Northern Pacifics increase their yearly income *one third*, and still have a perfectly reliable investment.

HOW TO GET THEM.—Your nearest Bank or Banker will supply these bonds in any desired amount, and of any needed denomination. Persons wishing to exchange stocks or other bonds for these can do so with any of our Agents, who will allow the highest current price for ALL MARKETABLE SECURITIES.

Those living in localities remote from Banks may send money, or other bonds, directly to us by express, and we will send back Northern Pacific Bonds at our own risk, and without cost to the investor. For further information, pamphlets, maps, etc., call on or address the undersigned, or any of the Banks or Bankers employed to sell this loan.

For sale by JAY COOKE & CO.,
PHILADELPHIA, NEW YORK, AND WASHINGTON,
Fiscal Agents Northern Pacific Railroad Co.,
By most National Banks, and by Brokers generally throughout the country. 12 30 fmw6t

WM. PAINTER & CO.,
General Agents
FOR SOUTHEASTERN PENNSYLVANIA AND SOUTHERN NEW JERSEY.

A LEGAL INVESTMENT
FOR
Trustees, Executors and Administrators
WE OFFER FOR SALE
$2,000,000
OF THE
Pennsylvania Railroad Co.'s
GENERAL MORTGAGE
SIX PER CENT. BONDS
at 95
And Interest Added to the Date of Purchase.
All Free from State Tax, and Issued in Sums of $1000.

These bonds are coupon and registered, interest on the former payable January and July 1; on the latter April and October 1, and by an act of the Legislature, approved April 1, 1870, are made a LEGAL INVESTMENT for Administrators, Executors, Trustees, etc. For further particulars apply to

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ESTABLISHED 1853.

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We have no store or salesroom on Chesnut street.
11 15 2msp CORNELIUS & SONS

CARPETINGS, ETC.

GETTY'S CARPET STORE, No. 832 ARCH STREET. Having purchased the stock now on hand at a very low price, I am prepared to offer GREAT BARGAINS IN BRUSSELS, THREE-PLY, INGRAIN AND VENETIAN CARPETS. Also, in OIL CLOTHS. Remnants in Brussels at $1 per yard; remnants of Ingrain at 50 to 75 cents; remnants of Oil Cloth at 25 to 50 cents; Druggets for $8, old price $10 and $12.

REMEMBER THE PLACE,
No. 832 ARCH Street, two doors below Ninth, south side. 1 5 6trp
WILLIAM GETTY.

FIFTH EDITION

THE LATEST NEWS.

More of the English Mission.

Motley Upon Grant.

The San Domingo Business.

Attempt to Call Up Morton's Resolution

It Fails—Yeas, 113; Nays, 67.

Etc., Etc., Etc., Etc., Etc.

FROM WASHINGTON.

The Motley Removal—Another Account.

Special Despatch to The Evening Telegraph.

WASHINGTON, Jan. 9.—The President to-day sent to the Senate the Motley correspondence called for by the resolutions of Morton and Sumner. It is quite voluminous. Accompanying Motley's last letter is one addressed to Moran, replying to it, from Secretary Fish. Motley starts out with saying that long before he was offiially notified of his recall he noticed in the newspapers a statement to the effect that the President had determined upon withdrawing him.

This he regarded as an insult, both to himself and his position. Had he been notified in a regular way that the President no longer desired his services he would have resigned. He denies that he ever violated his instructions, and that he had any private conversation with Lord Clarendon or any other British official on the subject of the Alabama claims. He quotes his despatches as well as those of Mr. Fish to show that there was no difference of opinion between himself and the President, and that all through he had paid strict attention to his instructions.

He says that, as a wonderful coincidence, he received his letter of recall on the very day after the San Domingo treaty was defeated by the Senate. He protests, in conclusion, against the manner of his removal, and attributes it to the difference between Sumner and the President.

Mr. Fish takes up Motley's letter, and replies to it in detail, in which he denies that San Domingo or Mr. Sumner had anything to do with his recall, but that it was because he did not carry out the views of the administration concerning the Alabama question.

The San Domingo Resolution.

Orth's motion to take up the Senate San Domingo resolution from the table was lost by a vote of 120 to 62. Among the Republicans who voted "no" were Hoar, Willard, Ambler, Boyd, and Beatty. Mr. Orth then reported the similar resolution from the committee and moved the previous question. Mr. Wood and others wanted to offer amendments, but Mr. Orth refused to allow them to be put in, and the Democrats are now filibustering by calling the roll on adjournment.

Exciting Scenes in the House.

Special Despatch to The Evening Telegraph.

WASHINGTON, Jan. 9.—Mr. Orth has just renewed his motion to suspend the rules and take Mr. Morton's San Domingo resolution from the table and pass it. It is believed now that he has enough recruits brought up to make the two-thirds.

The Democrats have commenced to filibuster again. There is a great deal of excitement in the House, and the refusal of Orth to allow debate on the amendment has enraged the opposition to the measure. Several members of the Cabinet and many Senators are on the floor of the House, together with General Porter, the President's Secretary, urging members to vote for the resolution.

The Morton Resolution Lost.

Despatch to the Associated Press.

WASHINGTON, January 9.—The House, at 3 o'clock, again voted on taking up and passing the San Domingo joint resolution, and the motion was again defeated—113 to 67.

FROM THE WEST.

Penal and Reformatory Institutions.

DETROIT, Jan. 9.—The report of the Special Commission on Penal and Reformatory Institutions of Michigan has just been published. It treats these subjects at length and in an able manner, strongly condemning the management of jails, poor-houses, county insane asylums, and recommends their abolition, the erection of district prisons, another insane asylum, school for the feeble-minded and idiots, home for pauper children, work-houses for vagrant and dissolute paupers, hospital for diseased and aged paupers, and various other important recommendations.

CONGRESS.

FORTY-FIRST TERM—THIRD SESSION.

Senate.

Continued from Fourth Edition.

Mr. Ramsey introduced a bill appropriating $250,000 for the construction and completion of the harbor of Duluth, Minn. Referred to the Committee on Appropriations.

Bills were reported adversely from the Judiciary Committee to regulate appeals from United States District Courts in certain cases of admiralty jurisdiction; to amend the judiciary act of 1803 in regard to appeals; to provide that elections for Presidential electors and members of Congress shall be by ballot.

Mr. Thurman, from the Committee on the Judiciary, reported the bill in relation to the competency of witnesses in the United States courts, with an amendment restricting its provisions to criminal cases.

Mr. Howell, from the Committee on Pensions, reported adversely, and the Senate postponed indefinitely, the House bill passed June 8, 1870, providing for the payment of pensions to persons permanently disabled of arrears of pensions from June 6, 1866, to the date of their respective disabilities at the rate of 25 dollars per month.

House of Representatives.

At half-past 3 o'clock the rules were finally suspended, and the St. Domingo resolutions were taken up for action, being open for amendment and debate. The vote was 121 to 58.

FURNITURE, ETC.

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1121 GIRARD STREET, BETWEEN ELEVENTH and Twelfth and Chesnut and Market streets. Vacancies for Families and Single Gentlemen. Also, a suit of rooms on the second floor, furnished or unfurnished, with first-class board. Also, table board. 10 24tf

THE PHRENOLOGICAL JOURNAL, JANUARY Number, new vol., 1871, overflows with good things. Besides a Group of Portraits, giving excellent likenesses of the "Beecher Family," it has H. B. Claflin, R. B. Woodward, and some forty other illustrations, with rich reading on Physiognomy, Psychology, Ethnology, etc. The Mormons, who and what they are; their religion and social system; Dreams, their significance; The Study and Science of Man in Outline, illustrated. Only 30 cents a number, or $3 a year. Newsmen have it. JOHN L. CAPEN, No. 25 N. NINTH Street, Philada., and S. R. WELLS, Publisher, No. 389 BROADWAY, N. Y. 1 14stp

AN EXPLANATION.

THE ALEXANDRIA AND FREDERICKSBURG RAILROAD COMPANY—AN EXPLANATORY LETTER FROM MONCURE ROBINSON, ESQ.

The following letter from Moncure Robinson, Esq., will be of interest apropos of the testimony of George L. Roberts, Esq., President of the Alexandria and Fredericksburg Railroad Company, which we quoted from the Richmond *Dispatch* in our issue of last Friday:—

PHILADELPHIA, Jan. 6, 1871.—My Dear Sir:—I received this afternoon the number of the Richmond *Dispatch* of yesterday, mailed to me by you, containing statements made by Mr. George W. Roberts, President of the Alexandria and Fredericksburg Railroad Company, to the Committee of Roads of the Virginia Legislature of conversations held by me with him. If these statements are correctly reported, they are not only *gross misrepresentations and perversions*, but some of them are *altogether* and *entirely untrue*. He represents me, for example, as saying that *I* "owned several steamers, and the Pennsylvania Central Railroad might put freight down, so as to render them useless."

I never uttered anything like this, but both Messrs. Roberts and Scott *did insist*, as a condition of an arrangement between the Baltimore and Potomac and Alexandria and Fredericksburg Companies, on the one hand, and the Richmond, Fredricksburg, and Potomac Railroad Company, on the other hand (what, indeed, a fair interpretation of their proposed contract calls for), that all travel and freight, between Richmond and Washington, should *be forced* to take *the all-rail line* between those points, and, to this end, not only that the charge should be the same by the slower railroad and steamboat, or mixed line, as by the through rail line, but that no through tickets or baggage checks should be given by this mixed line.

You know the very large interest of myself and family in the Richmond, Fredericksburg, and Potomac Railroad Company, and that my interest in the Potomac Steamboat Line is a small one (*absolutely* or *in proportion*), compared with that in the railroad company. I have no interest in any steamboats other than those of the Potomac Steamboat and Baltimore Steam Packet Companies, in which last my interest (as in the Potomac Steamboat Line) is small, compared with that of myself and family in the Seaboard and Roanoke line, with which it connects.

You can therefore appreciate at its proper value the statement of Mr. Roberts, and the *animus* which prompted it when he says, "We understand that Mr. Robinson was able to sink, and was sinking, his interests in the roads in which he was interested, in order that he might make his property in steamboats more valuable."

Mr. Roberts has equally misrepresented the conversation had with me as regards a purchase of the stock of the Richmond, Fredericksburg, and Potomac Railroad Company. In reply to inquiries as to the price at which the stock could be purchased, I stated that the stock held by myself and friends could be bought at a price per share, based on what such a road as that of the Richmond, Fredericksburg, and Potomac Company and its property would *now* cost, and I may have said (what I certainly believe) that the road of the Richmond, Fredericksburg and Potomac Railroad Company could not *now* be built, and its rolling stock and other property belonging to the company be purchased for three millions of dollars; but I defined no price for the stock of myself and friends, and certainly never presumed to offer to sell any other stock.

In one respect, Mr. Roberts correctly represents me—I mean as regards my refusal to consent to *a lease* to the Alexandria and Fredericksburg and Baltimore and Potomac Railroad Companies. Can there, indeed, be imagined anything more preposterous than the idea of leasing a well-built and well-equipped railroad, free of all embarrassment, to two other railroads, one not (or scarcely) begun, and the other not half finished, and of which few if any persons know who the proprietors are?

I may add that I should not have considered such a lease much improved by a guarantee of the officers of the Pennsylvania Central Railroad Company—a guarantee given so extensively and for such immense amounts as to impair greatly not only its value, but, with thoughtful men, that of the stock of the Pennsylvania Railroad also.

You are at liberty to make any use of this you see fit. Very truly yours,

M. ROBINSON.

PETER V. DANIEL, JR., ESQ., Pres't R., F., and P. R. R. Co., Richmond, Virginia.

LEGAL INTELLIGENCE.

The Philadelphia Artisans' Institute.

Court of Common Pleas—Judge Paxson.

The following opinion has been delivered by Judge Paxson:—

The object of this association, as set forth in the charter, is "the promotion and encouragement of mechanical, manufacturing and useful arts, by such means and measures as they may deem advisory and expedient."

This is certainly very indefinite, but there is a still more serious objection. I have looked in vain through the acts of Assembly for our authority to charter an association with this object. The nearest approach to it is the power to charter "associations for the promotion of science," but we cannot extend this to the "mechanical, manufacturing, and useful arts" by judicial interpretation; nor can we enlarge the terms employed in the act of Assembly so as to embrace other objects, even though they may be equally meritorious. The term "science" has a specific meaning, and is distinguished from the arts in this, that art is that which depends on practice or performance, and science that which depends on abstract or speculative principles. The theory of music is a science; the practice of it is an art.

But this charter is radically defective in other respects, viz.:—

1. The membership is not restricted to citizens of this Commonwealth.

2. The rights and duties of the members, the powers and functions of the officers, the qualifications of members, and the causes for which they may be expelled and the manner of effecting the same, and the mode in which the property of the corporation shall be disposed of, are all to be provided for hereafter by the by-laws and ordinances of the corporation. This would make the charter a mere matter of form, and enable the association to introduce into the by-laws the most obnoxious regulations, without any opportunity for the Court to pass upon their validity or propriety. These are all matters which should have been clearly defined and set forth in the charter, and their omission is fatal.

3. There is no limitation as to the amount of property the corporation may hold.

There are other defects in this charter, but the above are sufficient to require us to withhold our approval of it.

A number of other charters have been handed to me for examination. With a single exception I have been compelled to return them without approval, and have endorsed thereon our objections. In view of the large number of applications of this nature, and of the extremely crude and careless manner in which many of the charters are prepared, we have thought it proper to indicate briefly some of the essential features which every charter should contain:—

1. The membership must be restricted to citizens of this Commonwealth (The Butchers' Ben. Association, 11 C. 151).

2. The name of the proposed corporation must be stated, and said name should be entirely distinctive from that of any other incorporation in the same locality, (6 Pitts Leg. G. 161).

3. The objects of the association must be clearly defined so as to satisfy the court that they are within the meaning of the law. (The National Literary Association. C. C., 150.)

4. The articles which should clearly define the rights and duties of the members. C. C., 155.

5. The conditions under which the parties propose to associate.

6. The location where said corporation is intended to be situated, or its principal business transacted.

7. That all by-laws to be adopted by said proposed corporation for its government shall be consistent with the Constitution and laws of the United States, the Constitution and laws of this Commonwealth, and with the proposed charter.

8. Any clause providing for an amendment to the charter must set forth that such amendment shall be made in conformity with law.

9. If the power of expulsion is introduced, the charter must clearly define the causes for which a member may be expelled. An indefinite or vague statement of the offense is not sufficient. The Court will not approve a charter which gives a majority of the association power to expel any member "guilty of any offense against the law." Any such or kindred expression is too general. 2 Va., 298; *ibid*, 299; 11 C. 151; 2 Bin. 448; 6 S. & R. 469.

10. In charters of building associations the number and value of the shares proposed to be issued must be stated.

11. In charters of beneficial societies there must be a clause restricting the application of their funds to the object declared to be the purpose of their association. C. C., 155.

12. In all charters where a cash capital is provided for, the amount of such capital must be stated, as also the number and value of the shares.

13. Every charter must contain a limitation of the amount of real and personal estate to be held by such corporation. The limitation of real estate must not exceed the maximum prescribed by the act of Assembly; and the limitation as to the personal estate must be reasonable, taking into view the objects of the association, the Court reserving the right to approve the latter in its discretion.

14. Every charter should be written upon one sheet of paper or parchment. Interlineations in a charter are not proper, and if the same occur in a material part the charter will be rejected. 6 C., 154; 11 C., 80.

It may not be inappropriate to designate the several objects for which the Court of Common Pleas is authorized by law to grant charters of incorporation. They are—

1. Associations for literary, charitable, or religious purposes, beneficial societies or associations, fire engine or hose companies. Act of 13th of October, 1840. Purdon, 196, plac. 11, P. L., 5.

2. Associations for the promotion of science or agriculture, cemetery or burial associations, societies for the detection of thieves and the recovery of stolen property. Act of 20th of February, 1834. Purdon, 197, plac., 15; P. L., 90.

3. Musical societies and associations. Act of 6th of April, 1859; Purdon 197, plac. 16; P. L. 377.

4. Mutual savings fund, loan, or building associations. Act of 12th of April, 1859; Purdon 129, plac. 1; P. L. 544.

5. Associations for the purpose of insuring horses, cattle, and other live stock against loss by death from disease or accident, or from being stolen; water, hook and ladder companies, building associations, musical clubs or associations, teachers' institutes or associations, hotel companies, skating parks, associations and clubs for the advancement of athletic sports, including base ball clubs and barge and fishing clubs, and fire insurance companies. Act of 26th of March, 1867; Purdon 1456, plac. 3; P. L. 44.

6. Savings fund associations, or societies for the accumulation of funds, and the distribution of the same among its members, without banking or discounting privileges. Act of 12th of April, 1867; Purdon 1456, plac. 4; P. L. 70.

It is quite possible that I have overlooked some of the objects for which associations may be chartered by this court, but it is believed the foregoing is substantially correct.

—The official returns to the Secretary of State of Indiana show that the average Democratic majority on the State ticket at the late election was 2864.

DIVIDENDS, ETC.

☞ PHILADELPHIA AND READING RAIL ROAD COMPANY, Office No. 227 S. FOURTH Street.

PHILADELPHIA, Nov. 30, 1870.

DIVIDEND NOTICE.

The Transfer Books of this Company will be closed on Wednesday, the 14th of December next, and reopened on Tuesday, the 10th of January, 1871.

A dividend of FIVE PER CENT. has been declared on the Preferred and Common Stock, clear of State tax, payable in cash on the 27th of December next to the holders thereof, as they shall stand registered on the books of the Company at the close of business on the 14th of December. All payable at this office.

All orders for dividends must be witnessed and stamped.

S. BRADFORD, Treasurer.

12 1 6w

☞ OFFICE OF THE UNION MUTUAL INSURANCE COMPANY, N. E. Corner of THIRD and WALNUT Streets.

PHILADELPHIA, Jan. 5, 1871.

At a meeting of the Board of Directors of this Company a dividend of SIX PER CENT. was declared on the outstanding scrip and stock of the Company, clear of taxes, payable on demand.

1 6 2w JOHN MOSS, Secretary.

☞ THE ENTERPRISE INSURANCE COMPANY OF PHILADELPHIA.

COMPANY'S BUILDING, No. 400 WALNUT STREET, January 2, 1871.

The Directors have this day declared a dividend of THREE PER CENT. on the capital stock of the Company for the last six months, payable on demand, free of all taxes. ALEX. W. WISTER, Secretary.

1 2tf

☞ OFFICE SUSQUEHANNA CANAL CO.

PHILADELPHIA, December 30, 1870.

The Interest due on the 1st proximo on the Susquehanna Canal Preferred and Tide-Water Canal Priority Bonds of the Company will be paid at this office on and after said date.

ROBERT D. BROWN, Treasurer.

12 31 10t

☞ OFFICE OF EAST MAHANOY RAILROAD COMPANY, No. 225 S. FOURTH Street.

PHILADELPHIA, Dec. 28, 1870.

A dividend of THREE PER CENT. has been declared upon the capital stock of this company, payable in cash on and after 31st instant.

12 29 12t JOHN WELCH, Treasurer.

DIVIDENDS, ETC.

☞ PHILADELPHIA AND READING RAIL ROAD COMPANY, Office No. 227 South FOURTH Street.

PHILADELPHIA, Dec. 24, 1870.

NOTICE.—In accordance with the terms of the Lease and Contract between the East Pennsylvania Railroad Company and the Philadelphia and Reading Railroad Company, dated May 19, 1869, the Philadelphia and Reading Railroad Company will pay at their Office, No. 227 South FOURTH Street, Philadelphia, on and after the 17th day of January, 1871, a dividend of $1·50 per share, clear of all taxes, to the Stockholders of the East Pennsylvania Railroad Company, as they shall stand registered on the books of the said East Pennsylvania Railroad Company on the 31st day of December, 1870.

S. BRADFORD, Treasurer, Philadelphia and Reading Railroad Company.

NOTE.—The transfer books of the East Pennsylvania Railroad Company will be closed on December 31, 1870, and reopened on January 10, 1871.

HENRY C. JONES, Treasurer,

12 27 tJ17 East Pennsylvania Railroad Company.

☞ OFFICE OF THE NORTH PENNSYLVANIA RAILROAD COMPANY, No. 407 WALNUT Street.

PHILADELPHIA, Jan. 4, 1871.

The Board of Directors of the North Pennsylvania Railroad Company have this day declared a dividend of FIVE (5) PER CENT., clear of Taxes, payable in scrip bearing no interest, and convertible into the capital stock of the company when presented in sums of not less than fifty dollars. The scrip so issued will be deliverable on February 1, and convertible at any time thereafter.

The Transfer Books will be closed on SATURDAY, the 7th inst., at 3 o'clock P. M., and the dividend will be credited to the stockholders as they may stand registered at the closing of the books.

The Transfer books will remain closed until MONDAY the 16th inst. WILLIAM WISTER, Treasurer.

1 5 2w

☞ NOTICE TO STOCKHOLDERS.—A DIVIDEND of FIFTY CENTS PER SHARE will be paid by the HESTONVILLE, MANTUA, AND FAIRMOUNT PASSENGER RAILWAY COMPANY, free of State tax, on and after December 27th next, at the office of the Company, No. 112 South FRONT Street.

Transfer books will be closed December 15th and reopen December 31st.

CHARLES P. HASTINGS, Treasurer.

12 10 smwtf

☞ THE INSURANCE COMPANY OF THE STATE OF PENNSYLVANIA.

PHILADELPHIA, Jan. 2, 1871.

The Directors have this day declared a dividend of SIX PER CENT., or Twelve Dollars per share, clear of all taxes, payable on demand.

J. H. HOLLINSHEAD, Secretary.

1 2 10t

☞ OFFICE OF THE SECOND AND THIRD STREETS PASSENGER RAILWAY CO.

PHILADELPHIA, Jan. 4, 1871.

The Board of Directors have this day declared a Dividend of FOUR PER CENT. on the Capital Stock, payable on and after the 9th inst., clear of tax.

Transfer Books closed until the 12th inst.

E. MITCHELL CORNELL, Treasurer.

1 5 4t*

☞ OFFICE ANTHRACITE INSURANCE COMPANY, No. 311 WALNUT Street.

PHILADELPHIA, January 2, 1870.

The Board of Directors have this day declared a Dividend of FIFTEEN PER CENT. on the capital stock paid in, payable on demand, free of taxes.

WILLIAM M. SMITH, Secretary.

1 5 10trp

☞ THE BANK OF NORTH AMERICA.

PHILADELPHIA, Dec. 31, 1870.

The Directors have this day declared a dividend of TEN PER CENT., clear of tax, payable on and after THURSDAY, 5th January.

1 5 4t JOHN H. WATT, Cashier.

☞ MERCHANTS' AND MANUFACTURERS' NATIONAL BANK.

PITTSBURG, December 29, 1870.

DIVIDEND NOTICE.—The Directors of this Bank have this day declared a Dividend of FIVE PER CENT. on the Capital Stock out of the profits of the last six months, payable December 31, 1870.

The Philadelphia Stockholders will be paid at the Commercial National Bank of Pennsylvania, Philadelphia. JOHN SCOTT, JR., Cashier.

12 31 10t

☞ TO THE HOLDERS OF OHIO STATE STOCKS.—Notice is hereby given that the Interest due January 1, 1871, on the Funded Debt of the State of Ohio, will be paid at the American Exchange National Bank, in the city of New York, from the 1st to the 15th proximo, and thereafter at our office in this city. Columbus, Ohio, December 13, 1870.

JAMES H. GODMAN, Auditor of State,
ISAAC R. SHERWOOD, Secretary of State,
FRANCIS B. POND, Attorney-General,
Commissioners of the Sinking Fund of the State of Ohio. 12 30 1m

☞ STATE OF SOUTH CAROLINA, TREASURY DEPARTMENT.

COLUMBIA, S. C., Dec. 2?, 1870.

The interest maturing January 1, 1871, on the Bonds of the State of South Carolina, will be paid in gold, on demand, on and after January 1, at the Banking House of H. H. KIMPTON, No. 9 Nassau street, New York, and at the TREASURY OFFICE in Columbia, S. C. The interest on the Registered Stock of the State will be paid in Columbia only.

NILES G. PARKER, Treasurer State South Carolina.

Coupons will be received for examination on and after the 27th instant. H. H. KIMPTON,

12 30 15t Financial Agent State South Carolina.

☞ UNION PACIFIC RAILROAD COMPANY.

BOSTON, Dec. 27, 1870.

The coupons of the First Mortgage Bonds of the UNION PACIFIC RAILROAD COMPANY, due January 1, 1871, will be paid in gold, free of Government tax, on and after that date, at the Office of the Company, in Boston, and at the Banking House of MORTON, BLISS & CO. in New York. Schedules of Coupons will be received for examination on and after the 26th inst. JOHN M. S. WILLIAMS, Treasurer.

12 30 10t

☞ OFFICE UNION PASSENGER RAILWAY COMPANY, TWENTY-THIRD AND BROWN STREETS. PHILADELPHIA, January 2, 1871.

The Board of Directors have this day declared a dividend of TWO DOLLARS PER SHARE, clear of taxes, payable at this office on and after MONDAY, January 9, until which time the transfer book will be closed. JONATHAN BULLOCK, Treasurer.

1 3 7t

☞ OFFICE SUSQUEHANNA CANAL COMPANY.

PHILADELPHIA, December 30, 1870.

Coupons numbered 36, for the January interest on the common Bonds of this Company, due 1st proximo, will be paid on and after said date, on presentation at the First National Bank.

ROBERT D. BROWN, Treasurer.

12 31 10t

☞ GIRARD FIRE INSURANCE COMPANY, N. E. Corner CHESNUT and SEVENTH Streets.

PHILADELPHIA, Jan. 2, 1871.

DIVIDEND No. 25.

A dividend of FIVE DOLLARS per share has this day been declared by the directors of this company payable to the Stockholders on and after this date, clear of taxes. ALFRED S. GILLETT, Treasurer.

1 2mwf6t

RAILROADS.

☞ CLEVELAND, COLUMBUS, CINCINNATI, AND INDIANAPOLIS RAILWAY COMPANY.

CLEVELAND, Ohio, Dec. 26, 1870.

A Special Meeting of the Stockholders of this Company will be held at the Office of the Company, in Cleveland, Ohio, on WEDNESDAY, January 25, 1871, between the hours of 10 o'clock A. M. and 2 o'clock P. M., to vote upon a proposition to aid in the construction of, and leasing, a line of Railroad between Springfield and Cincinnati, Ohio, and upon a contract with the Cincinnati, Sandusky, and Cleveland Railroad Company, for running and business arrangements.

The Transfer Books will be closed on the evening of January 14, and reopened February 2, 1871.

By order of the Board of Directors.

12 30 tJ25 GEORGE H. RUSSELL, Secretary.

☞ OFFICE OF THE FRANKFORD AND SOUTHWARK PHILADELPHIA CITY PASSENGER RAILROAD COMPANY, No. 812 BERKS Street.

PHILADELPHIA, December 24, 1870.

The Annual Meeting of the Stockholders of this Company will be held at this Office on MONDAY, January 9, 1871, at 12 o'clock M., at which time and place an election will be held for President and twelve Directors to serve the ensuing year. Action will be had at this meeting as to accepting, as part of the charter, an act of Assembly entitled "An act Authorizing Corporations to Increase their Bonded Obligations and Capital Stock," approved 29th December, 1869.

B. FRANK ABBETT, Secretary.

12 28 10t

BANKS.

☞ CORN EXCHANGE NATIONAL BANK.

PHILADELPHIA, Dec. 8, 1870.

The Annual Election for thirteen Directors of this bank will be held at the Banking House, on TUESDAY, January 10, 1871, between the hours of 10 o'clock A. M. and 2 o'clock P. M.

H. P. SCHETKY, Cashier.

12 9 ftu tj10

☞ SOUTHWARK NATIONAL BANK.

PHILADELPHIA, Dec. 10, 1870.

The annual election for Directors will be held at the Banking-house on TUESDAY, January 10, 1871, between the hours of 10 o'clock A. M. and 12 o'clock M.

12 12 mwf t j 10 P. LAMB, Cashier.

☞ MECHANICS' NATIONAL BANK.

PHILADELPHIA, December 10, 1870.

The Annual Election for Directors of this Bank will be held at the Banking House on WEDNESDAY, January 11, 1871, between the hours of 10 o'clock A. M. and 2 o'clock P. M.

J. WIEGAND, Jr., Cashier.

12 31 stuth3t

☞ NATIONAL BANK OF THE REPUBLIC.

PHILADELPHIA, Dec. 30, 1870.

The Annual Meeting of the Stockholders, for the Election of Directors, will be held at the Banking House on TUESDAY, January 10, 1871, between 11 A. M. and 2 P. M. At the same time an amendment of the Articles of Association will be submitted for adoption.

12 31 8t JOSEPH P. MUMFORD, Cashier.

☞ GIRARD NATIONAL BANK.

PHILADELPHIA, Dec. 10, 1870.

The Annual Meeting of the Stockholders for the Election of Directors, and for other purposes, will be held at the Banking House on WEDNESDAY, 11th of January, 1871, at 12 o'clock M.

The election will be held between the hours of 10 A. M. and 2 P. M. W. L. SCHAFFER, Cashier.

12 10 85t

☞ THE COMMERCIAL NATIONAL BANK OF PENNSYLVANIA.

PHILADELPHIA, December 9, 1870.

The Annual Election for Directors of this Bank, to serve for the ensuing year, will be held at the Banking House on WEDNESDAY, the 11th of January, 1871, between the hours of 11 A. M. and 2 P. M.

12 31 stuth S. C. PALMER, Cashier.

☞ PEOPLE'S BANK OF PHILADELPHIA.

PHILADELPHIA, December 8, 1870.

The Annual Election for President and Directors to serve for the ensuing year will be held at the Bank on TUESDAY, January 10, 1871, between the hours of 12 and 1 o'clock.

WM. H. TABER, Cashier.

12 8th5t

☞ CITY NATIONAL BANK.

PHILADELPHIA, Dec. 9, 1870.

The Annual Election for DIRECTORS will be held at the Banking House on WEDNESDAY, the 11th day of January next, between the hours of 10 o'clock A. M. and 2 o'clock P. M.

12 10 s4t G. ALBERT LEWIS, Cashier.

☞ COMMONWEALTH NATIONAL BANK.

PHILADELPHIA, December 9, 1870.

The annual election for Directors of this Bank will be held at the Banking House on TUESDAY, the 10th day of January next, between the hours of 11 o'clock A. M. and 2 o'clock P. M.

12 9 ftu tj10 H. C. YOUNG, Cashier.

☞ FARMERS' AND MECHANICS' NATIONAL BANK,

PHILADELPHIA, December 8, 1870.

The annual election for Directors of this Bank will be held at the Banking House on WEDNESDAY, the 11th day of January next, between the hours of 11 o'clock A. M. and 2 o'clock P. M.

12 8 tj11 W. RUSHTON, Jr., Cashier.

MISCELLANEOUS.

☞ OFFICE BUCK MOUNTAIN COAL CO.

PHILADELPHIA, Jan. 1, 1871.

The Annual Meeting of the Stockholders of the BUCK MOUNTAIN COAL CO. will be held at the office of the Company, No. 320 WALNUT Street, on WEDNESDAY, February 1, 1871, at eleven (11) o'clock A. M.

An election for seven Directors to serve the ensuing year will be held on the same day between the hours of 11 A. M. and 2 P. M.

1 2 mw 10t T. H. TROTTER, Treasurer.

☞ OFFICE OF THE UNITED SECURITY LIFE INSURANCE AND TRUST COMPANY OF PENNSYLVANIA, NO. 921 CHESNUT STREET. PHILADELPHIA, Dec. 30, 1870.

The annual election for Directors of this Company will be held at their office on WEDNESDAY, January 11, 1871, at 11 o'clock A. M. C. F. BETTS, Secretary.

12 31 j6 10

☞ NEW YORK AND MIDDLE COAL FIELD RAILROAD AND COAL CO., No. 226 WALNUT Street.

PHILADELPHIA, Dec. 28, 1870.

The Annual Meeting of the Stockholders of the above named Company, and an election of Directors to serve for the ensuing year, will be held at their Office on TUESDAY, the 10th day of January, A. D. 1871, at 12 o'clock M. Transfer Books will be closed from January 2d to 10th. C. R. LINDSAY, Secretary.

12 29 9t

☞ SHAMOKIN COAL COMPANY, OFFICE No. 226 WALNUT Street.

PHILADELPHIA, Dec. 31, 1870.

The annual meeting of the stockholders of the above-named company, and an election of Directors to serve for the ensuing year, will be held at their office on WEDNESDAY, the 18th day of January, A. D. 1871 at 12 o'clock M. Transfer books will be closed from January 5th to 18th.

C. R. LINDSAY, Secretary.

12 31 13t

☞ CAMBRIA IRON COMPANY.—THE ANNUAL Meeting of the stockholders of the Cambria Iron Company will be held at their office, No. 218 South FOURTH Street, Philadelphia, on TUESDAY, the 17th day of January next, at 4 o'clock P. M., when an election will be held for seven directors to serve for the ensuing year.

JOHN T. KILLE, Secretary.

Philadelphia, December 17, 1870. 12 17 1m*

☞ OFFICE OF THE ATLANTIC REFINING COMPANY, No. 111 WALNUT Street.

PHILADELPHIA, Dec. 30, 1870.

The Annual Meeting of the stockholders of this company will be held on TUESDAY, January 10, 1871, at 3 o'clock P. M.

THOMAS C. BUSHNELL, Secretary.

12 30 10t*

☞ THE ANNUAL MEETING OF THE Stockholders of the WHITE OAK OIL COMPANY will be held on THURSDAY, the 12th day of January, 1871, at 11 o'clock A. M., No. 120 GOTHIC Street (rear of Commercial Exchange.)

J. S. McMULLIN, Secretary.

Philadelphia, January 2, 1871. 1 2 2t*

☞ THE ANNUAL MEETING OF THE Contributors to the House of Refuge will be held on WEDNESDAY, the 11th day of January, at 4 o'clock P. M., at No. 109 North TENTH Street, above Arch.

The annual report of the Board of Managers will be submitted, and an election will be held for officers and managers to serve for the ensuing year.

WILLIAM S. PEROT, Secretary.

Philadelphia, January 2, 1871. 1 2 4 11

☞ PENNSYLVANIA INSTITUTION FOR THE DEAF AND DUMB.—The Annual Meeting of the Contributors to the Pennsylvania Institution for the Deaf and Dumb will be held at the Institution, corner of BROAD and PINE Streets, on WEDNESDAY, the 18th of January, at 4 o'clock P. M.

The annual report of the Board of Directors will be submitted, and an election will be held for officers to serve for the ensuing year.

1 6 fmw6t JAMES J. BARCLAY, Secretary.

☞ OFFICE PENNSYLVANIA OIL CREEK PETROLEUM COMPANY, No. 424 WALNUT Street, Room No. 7.

PHILADELPHIA, Jan. 6, 1871.

The Annual Meeting of the Stockholders for the election of a Board of Directors to serve for the ensuing year will be held on TUESDAY, the 10th day of January, 1871, at 12 o'clock M.

1 6 3t* A. C. LEIDY, Secretary.

☞ HORTICULTURAL HALL.—THE ANNUAL meeting of the Stockholders will be held at the Hall on TUESDAY EVENING, January 10, 1871, at 7½ o'clock, for the election of Directors and the transaction of other business.

A. W. HARRISON, Secretary.

12 27,28,30J2,4,6,6t

☞ MERCANTILE LIBRARY.—THE ANNUAL meeting of stockholders of the Mercantile Library Company will be held at the LIBRARY BUILDING on TUESDAY EVENING, the 17th inst., at 7½ o'clock. JOHN LARDNER, Recording Secretary.

1 3 13t

SPECIAL NOTICES.

☞ STEREOPTICON ENTERTAINMENTS given to Churches, Sunday-schools, and Societies.

Engagements may now be made by inquiring of

W. MITCHELL M'ALLISTER,

Second Story No. 728 CHESNUT Street, Philada.

☞ JAMES M. SCOVEL HAS ESTABLISHED A Law and Collection Agency for Pennsylvania and New Jersey at No. 514 WALNUT Street. 12 29

SPECIAL NOTICES.

☞ AMERICAN LIFE INSURANCE COMPANY, WALNUT Street, S. E. corner of Fourth.

At the Annual Election by the Stockholders, held on MONDAY, January 2, 1871, the following named gentlemen were elected

TRUSTEES.

Alexander Whilldin,
George Nugent,
Hon. James Pollock,
J. Edgar Thomson,
Albert C. Roberts,
Philip B. Mingle,
Hon. Alex. G. Cattell,

Isaac Hazlehurst,
James L. Claghorn,
Henry K. Bennett,
L. M. Whilldin,
George W. Hill,
John Wanamaker.

And at a meeting of said Trustees, held January 5, the following officers were elected:—

ALEXANDER WHILLDIN, President.
GEORGE NUGENT, Vice-President.
JOHN S. WILSON, Sec. and Treas. 1 6 5t

☞ OFFICE OF THE FIRE COMMISSIONERS OF THE FIRE DEPARTMENT OF THE CITY OF PHILADELPHIA.

PHILADELPHIA, January 3, 1871.

NOTICE.—Applications will be received by the undersigned for the lease or purchase of such apparatus for the extinguishment of fires as in the judgment of the Commissioners may be deemed necessary for the same. All companies or individuals in replying to said application are requested to state the kind of apparatus they offer, and in what condition they may be, and the lowest price for the same, either for lease or purchase.

Applications will also be received for membership of the Department. All applications to be directed to the Board of Fire Commissioners of the City of Philadelphia, care of the Chief Engineer of the Fire Department, S. W. corner of Fifth and Chesnut.

JACOB LOUDENSLAGER, President.

JOHN G. BUTLER, Secretary pro tem. 1 4 6t

☞ THE LORRAINE VEGETABLE CATHARTIC PILL is far the best Cathartic remedy yet discovered. The most complete success has long attended its use. It never fails to accomplish all that is claimed for it. It produces little or no pain; leaves the organs free from irritation, and never overtaxes or excites the nervous system. In all diseases of the skin, blood, stomach, bowels, liver, kidneys of children, and in many difficulties peculiar to women, it brings prompt relief and certain cure. The best physicians recommend and prescribe it; and no person who once uses it will voluntarily return to any other cathartic. It is sold by all dealers in drugs and medicines.

TURNER & CO., Proprietors,

10 6 thstu5 No. 120 Tremont street, Boston, Mass.

☞ TURNER'S UNIVERSAL NEURALGIA PILL is an UNFAILING REMEDY for Neuralgia Facialis. No form of Nervous Disease fails to yield to its wonderful power. Even in the severest cases of Chronic Neuralgia its use for a few days affords the most astonishing relief, and rarely fails to produce a complete and permanent cure. It contains no materials in the slightest degree injurious. It has the unqualified approval of the best physicians. Thousands, in every part of the country, gratefully acknowledge its power to soothe the tortured nerves and restore the failing strength.

It is sold by all dealers in drugs and medicines.

TURNER & CO., Proprietors,

9 29 mwf5] No. 120 TREMONT St., Boston, Mass.

☞ T. T. T.
T. T. T.
T. T. T.
T. T. T.
T. T. T.
T. T. T.

TREGO'S TEABERRY TOOTHWASH.

Sold by all Druggists.

A. M. WILSON, Proprietor,

3 2 10m NINTH AND FILBERT Sts., Philada.

☞ INSTEAD OF USING COMMON TOILET Soap at this season of the year, use "Wright's Alconated Glycerine Tablet of Solidified Glycerine." It softens the skin, prevents redness and chapping by cold, and beautifies the complexion.

For sale by Druggists generally.

R. & G. A. WRIGHT,

1 6 fmw26t No. 624 CHESNUT St., Phila'a.

☞ BATCHELOR'S HAIR DYE.—THIS SPLENDID Hair Dye is the best in the world, the only true and perfect Dye. Harmless—Reliable—Instantaneous—no disappointment—no ridiculous tints—"*Does not contain Lead nor any Vitalic Poison to injure the Hair or System.*" Invigorates the Hair and leaves it soft and beautiful; Black or Brown.

Sold by all Druggists and dealers. Applied at the Factory, No. 16 BOND Street, New York. [4 27 mwf5

☞ THE IMPERISHABLE PERFUME!—AS A rule, the perfumes now in use have no permanency. An hour or two after their use there is no trace of perfume left. How different is the result succeeding the use of MURRAY & LANMAN'S FLORIDA WATER! Days after its application the handkerchief exhales a most delightful, delicate, and agreeable fragrance. 3 1 tuths5

☞ THE UNION FIRE EXTINGUISHER COMPANY OF PHILADELPHIA

Manufacture and sell the Improved, Portable Fire Extinguisher. Always Reliable.

D. T. GAGE,

6 30 tf No. 118 MARKET St., General Agent.

☞ JOUVIN'S KID GLOVE CLEANER restores soiled gloves equal to new. For sale by all druggists and fancy goods dealers. Price 25 cents per bottle. 11 28mwf5

☞ DR. F. R. THOMAS, No. 911 WALNUT ST., formerly operator at the Colton Dental Rooms, devotes his entire practice to extracting teeth without pain, with fresh nitrous oxide gas. 11 17§

☞ THURSTON'S IVORY PEARL TOOTH POWDER is the best article for cleansing and preserving the teeth. For sale by all Druggists. Price 25 and 50 cents per bottle. 11 26 stuthly

GROCERIES, ETC.

CHRISTMAS GROCERIES.

Full assortment of every variety of

RAISINS,
CITRON,
CURRANTS,
ORANGES,
GRAPES,
NUTS,
PRESERVES,
CANNED GOODS,
WINES, CORDIALS, CHAMPAGNES,
FOREIGN AND DOMESTIC CHEESE, CIGARS,
ETC.

ALBERT C. ROBERTS,

11 7 Corner ELEVENTH and VINE Sts.

EDUCATIONAL.

EDGEHILL SCHOOL

MERCHANTVILLE, N. J.,

Four Miles from Philadelphia.

Next session begins MONDAY, January 9, 1871.

For circulars apply to

21 ly Rev. T. W. CATTELL.

YOUNG MEN AND BOYS' ENGLISH AND CLASSICAL INSTITUTE, No. 1908 MT. VERNON street, Rev. JAMES G. SHINN, A. M., Principal. 12 31 smtu2m

LEGAL NOTICES.

TO JOSEPH E. SMILEY.—THE ORPHANS' Court for the City and County of Philadelphia, upon petition filed, has granted a rule on you returnable on the 14th day of January, 1871, at 10 o'clock A. M., to show cause why you should not be dismissed as Trustee of the estate of SARAH ELIZA COULTER. AMOS BRIGGS, Attorney for petitioner.

December 10, 1870. 12 12mtf

OLD OAKS CEMETERY COMPANY OF PHILADELPHIA.

This Company is prepared to sell lots, clear of all encumbrances, on reasonable term. Purchasers can see plans at the office of the Company,

NO. 518 WALNUT STREET,

Or at the Cemetery, where all information needed will be cheerfully given.

By giving notice at the office, carriages will meet persons desirous of purchasing lots at Tioga Station on the Germantown Railroad, and convey them to the Cemetery and return, free of charge.

ALFRED C. HARMER, President.
MARTIN LANDENBERGER, Treas.
MICHAEL NISBET, Sec'y. 10 5 wfm 6m

COTTON SAIL DUCK AND CANVAS, OF ALL numbers and brands. Tent, Awning, Trunk and Wagon-cover Duck. Also, Paper Manufacturers' Drier Felts, from thirty to seventy-six inches, with Paulins, Belting, Sail Twine, etc.

JOHN W. EVERMAN,

No. 10 CHURCH Street (City Stores).

INSURANCE.

INSURANCE COMPANY OF NORTH AMERICA.

JANUARY 1, 1870.

Incorporated 1794. Charter Perpetual.

CAPITAL	$500,000
ASSETS	$2,783,581
Losses paid since organization	$23,000,000
Receipts of Premiums, 1869	$1,991,837·45
Interest from Investments, 1869	114,696·74
	$2,106,534·19
Losses paid, 1869	$1,035,386·84

STATEMENT OF THE ASSETS.

First Mortgages on City Property	$766,450
United States Government and other Loan Bonds	1,123,846
Railroad, Bank and Canal Stocks	55,708
Cash in Bank and Office	247,620
Loans on Collateral Security	82,558
Notes Receivable, mostly Marine Premiums	331,944
Accrued Interest	20,357
Premiums in course of transmission	85,193
Unsettled Marine Premiums	100,900
Real Estate, Office of Company, Philadelphia	30,000
	$2,783,581

DIRECTORS.

Arthur G. Coffin,
Samuel W. Jones,
John A. Brown,
Charles Taylor,
Ambrose White,
William Welsh,
S. Morris Wain,
John Mason,
George L. Harrison,

Francis R. Cope,
Edward H. Trotter,
Edward S. Clarke,
T. Charlton Henry,
Alfred D. Jessup,
Louis C. Madeira,
Charles W. Cushman,
Clement A. Griscom,
William Brockie.

ARTHUR G. COFFIN, President.
CHARLES PLATT, Vice-President.
MATTHIAS MARIS, Secretary.
C. H. REEVES, Assistant Secretary. 3 4

1829. CHARTER PERPETUAL. 1870.

Franklin Fire Insurance Company

OF PHILADELPHIA.

Office, Nos. 435 and 437 CHESNUT St.

Assets Aug. 1, '70 $3,009,888·24

CAPITAL	$400,000·00
ACCRUED SURPLUS AND PREMIUMS	2,609,888·24

INCOME FOR 1870,	LOSSES PAID IN 1869,
$810,000.	$144,908·42.

Losses paid since 1829 over $5,500,000

Perpetual and Temporary Policies on Liberal Terms.

The Company also issues policies upon the Rents of all kinds of Buildings, Ground Rents, and Mortgages.

The "FRANKLIN" has no DISPUTED CLAIM.

DIRECTORS.

Alfred G. Baker,
Samuel Grant,
George W. Richards,
Isaac Lea,
George Fales,

Alfred Fitler,
Thomas Sparks,
William S. Grant,
Thomas S. Ellis,
Gustavus S. Benson.

ALFRED G. BAKER, President.
GEORGE FALES, Vice-President.
JAMES W. McALLISTER, Secretary. [2 19
THEODORE M. REGER, Assistant Secretary.

ASBURY LIFE INSURANCE CO. NEW YORK.

LEMUEL BANGS, President.
GEORGE ELLIOTT, Vice-Pres't and Sec'y.
EMORY McCLINTOCK, Actuary.

JAMES M. LONGACRE,

MANAGER FOR PENNSYLVANIA AND DELAWARE,

Office, 302 WALNUT St., Philadelphia.

H. C. WOOD, Jr., Medical Examiner.

5 23 mwslm REV. S. POWERS, Special Agent.

FIRE ASSOCIATION

INCORPORATED MARCH 17, 1820.

OFFICE,

No. 34 NORTH FIFTH STREET,

INSURE

BUILDINGS, HOUSEHOLD FURNITURE, AND MERCHANDISE GENERALLY

From Loss by fire (in the City of Philadelphia only)

ASSETS, JANUARY 1, 1870, $1,572,732.

TRUSTEES.

William H. Hamilton,
John Carrow,
George I. Young,
Jos. R. Lyndall,
Levi P. Coats,
Samuel Sparhawk,

Charles P. Bower,
Jesse Lightfoot,
Robert Shoemaker,
Peter Armbruster,
M. H. Dickinson,
Peter Williamson,

Joseph E. Schell.

WM. H. HAMILTON, President.
SAMUEL SPARHAWK, Vice-President.
WILLIAM F. BUTLER, Secretary

THE PENNSYLVANIA FIRE INSURANCE COMPANY.

Incorporated 1825—Charter Perpetual.

No. 510 WALNUT Street, opposite Independence Square.

This Company, favorably known to the community for over forty years, continues to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also on Furniture, Stocks of Goods, and Merchandise generally, on liberal terms.

Their Capital, together with a large Surplus Fund, is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.

DIRECTORS.

Daniel Smith, Jr.,
Isaac Hazlehurst,
Thomas Robins,
John Devereux,

Thomas Smith,
Henry Lewis,
J. Gillingham Fell,
Daniel Haddock,

Franklin A. Comly.

DANIEL SMITH, JR., President.
WM. G. CROWELL, Secretary. 3 30

FAME INSURANCE COMPANY

No. 809 CHESNUT Street.

INCORPORATED 1856. CHARTER PERPETUAL.

CAPITAL $200,000.

FIRE INSURANCE EXCLUSIVELY.

Insurance against Loss or Damage by Fire either Perpetual or Temporary Policies.

DIRECTORS.

Charles Richardson,
William H. Rhawn,
William M. Seyfert,
John F. Smith,
Nathan Hilles,
George A. West,

Robert Pearce,
John Kessler, Jr.,
Edward B. Orne,
Charles Stokes,
John W. Everman,
Mordecai Buzby.

CHARLES RICHARDSON, President.
WILLIAM H. RHAWN, Vice-President.
WILLIAMS I. BLANCHARD Secretary. 7 23§

THE ENTERPRISE INSURANCE CO. OF PHILADELPHIA.

Office S. W. cor. FOURTH and WALNUT Streets.

FIRE INSURANCE EXCLUSIVELY.

PERPETUAL AND TERM POLICIES ISSUED.

CASH Capital (paid up in full)	$200,000·00
CASH Assets, December 1, 1870	$600,388·24

DIRECTORS.

F. Ratchford Starr,
Nalbro Frazier,
John M. Atwood,
Benj. T. Tredick,
George H. Stuart,
John H. Brown,

J. Livingston Erringer,
James L. Claghorn,
Wm. G. Boulton,
Charles Wheeler,
Thomas H. Montgomery,
James M. Aertsen.

F. RATCHFORD STARR, President.
THOMAS H. MONTGOMERY, Vice-President.
ALEX. W. WISTER, Secretary.
JACOB E. PETERSON, Assistant Secretary.

IMPERIAL FIRE INSURANCE CO.,

LONDON.

ESTABLISHED 1803.

Paid-up Capital and Accumulated Funds,

$8,000,000 IN GOLD.

PREVOST & HERRING, Agents,

4 No. 107 S. THIRD Street, Philadelphia.

CHAS. M. PREVOST CHAS. P. HERRING

HORSE COVERS, BUFFALO ROBES Fancy Robes, Lap Rugs, Fur Gloves and Collars. Large stock of all grade goods at lowest prices. MOYER'S Harness, Saddlery and Trunk Store, No. 720 MARKET Street. 2 17 lmrp

NOTES OF THE WAR.

BOURBAKI'S ARMY IN THE EAST.

The movement of General Bourbaki and the Lyons army against the forces of General Werder in the Vosges mountains, is one of the most formidable expeditions which the French have set afoot, and promises greater success than either the march from the North under Faidherbe, or from the West under Chanzy. The Bordeaux correspondent of the London *Standard*, writing on December 18, says in regard to the force in the East:—

"I hear that from Toulon, on the 15th instant, no less than 6000 men went forward, and there is no doubt that Toulon, Marseilles, and Lyons are furnishing very large contingents. The last two towns would between them be able to send forward 50,000 men. Bourbaki's army, two days after the retreat from Orleans, was 70,000 strong. It is now probably nearly double that force, and if its advance be delayed for another fortnight, it will probably be nearly 200,000 strong."

GEN. CHANZY'S ARMY AT LE MANS.

The army of General Chanzy, which was lately driven from the Loire, has apparently concentrated at Le Mans, the most important railway station west of Paris; and here his forces have been greatly increased, preparatory to the proposed advance upon the capital. The Le Mans correspondent of the London *Standard*, writing on December 20, thus speaks of Chanzy's numbers and their appearance:—

"From what I can make out, General Chanzy has about 60,000 men with him, and there are at least 100,000 here, so that the French ought to make a good stand, for the troops I have seen here are, on the whole, a very fine body of men, and, if well led, ought certainly to defeat the 60,000 Prussians who are advancing on this place. From what I can make out, the great want of the French is artillery, and their officers hint that what they have is not made the most use of. An engineer officer, who was at the battle of Beaune la Rolande, told me that forty guns were allowed to remain on the plateau that commanded Beaune without firing a shot, and columns of infantry were hurled at the village without a shell being thrown into it, and the Prussians having strongly fortified the place, the French were repulsed with dreadful loss, although the guns referred to might have knocked the whole place to pieces in half an hour.

"The appearance of the men whom I saw to-day was most pitiable—their arms, useless from rust; many without boots; several completely done up; the cavalry even, if possible, in a worse state than the infantry. In many cases, the soldier helped the horse, not the horse the soldier, to cover the ground: for the wretched animals, hardly able to crawl along, had to be led through the streets by their owners. As to the artillery, they were to be seen nowhere. True, I caught sight of a few nondescript field-guns, but gunners to use them I utterly failed to observe. The only men who really seemed in anything like a fair condition were a regiment of gendarmes. Both they and their horses looked very well; but they have, I should think, been spared as much as possible, seeing that they are the best corps France at present possesses."

PROVISION SUPPLY IN PARIS.

The captured staff officers of the Saxon Crown Prince related, on their release, that they had been sumptuously entertained in Paris, and it was inferred by some correspondents, whose letters we have published, that there was plenty in Paris. The London *Times* correspondent in the capital intimates that the "delicacies of the season" are still to be had by those in the secret, but that the general supply of good food is sufficient is not proved by this sort of evidence. The correspondent alluded to says, under date of December 14:—

"Those who have the courage to go to the restaurants can still get meat, without stint as to quantity, and by no means bad as regards quality. At first-class restaurants—such as the Voisin—one finds either beef or so good an imitation of it that it is impossible, with all one's skepticism on the alert, to detect the forgery. I have been told, in answer to my inquiries how meat could still be got, that a great number of private speculators, many of them belonging to the so-called poor classes, have contrived, either on the sly or on some plausible pretext, to keep a cow or sheep up to the last moment, in order to sell to the *restaurateurs* ready to pay high prices. Among rich people the amount of private provisions stowed away is said to be very great. They astonish occasional acquaintances by offering at breakfast, quite as a matter of course, fresh butter, eggs, milk, and perhaps cold beef or a chicken. It is at first hard to repress the uncharitable suspicion that they must be in secret communication with Versailles, but the mystery vanishes when one learns that one's host had the forethought, when the siege was about to commence, to fill a garret with poultry, and find a quiet corner, out of reach of inquisitive eyes, in which to stow away a cow. I hear that the Government agents are beginning to ferret out these supplies—rather indiscreetly, however, commencing by asking significant questions about them, instead of quietly seizing them as soon as the right moment for confiscation arrives."

A WOULD-BE SUICIDE.

Singular Finale of a Dinner.

The San Francisco *Bulletin* of December 26 says:—About 5 o'clock last evening a young man named Massett went into Saulmann's restaurant, on California street, and, seating himself at one of the tables, ordered a sumptuous repast, and proceeded to devour it with evident satisfaction. He ate in such quantity and such varieties that the tablets of the waiter's memory by 7 o'clock contained an entry against him of $2·50 food alone. He was regarded as a hearty eater even for Christmas time, but no one advised him to stop work. When it was thought he was near the end, he ordered a bottle of wine costing $2. The waiter concluded that it was time to financier a little, and brought him a $1·50 bottle.

The young man poured and drank off about two-thirds of the contents, and then coolly leaning back in his chair, drew a single-barreled pistol from his pocket, and placing the muzzle in his mouth, fired. Several persons rushed to him, but he arose, and one of the attendants supported him on his feet. As soon as he could clear the blood out of his throat and mouth he began to express his surprise that a leaden pistol bullet could be shot through a man's mouth and lodge in his brain without even stunning him. He refused to give his name or any reason for his act.

As he continued to bleed profusely, and the crimson current fell on the furniture and carpet, he was asked by some one connected with the establishment why he did not go out on the sidewalk before he shot himself, and was reminded that he had done a very improper thing. He seemed to accede to the reasonableness of the suggestions. On examination it was discovered that the bullet had grazed the roof of his mouth, cut the palate, and descended probably with the remainder of his repast. From the office he was taken to the station-house for safe-keeping.

He said thought he had a "dead sure thing," and had he even dreamed of failure he would have used a blunderbuss. He declared he had experienced much trouble, and deemed that death was the best way to end his misfortunes; but he added that he was ashamed to have it known that he failed. He is said to be a relative of Stephen Massett, and is a young man of respectable appearance and of good address. When it was suggested to him that his palate was shot off or severed, he quietly retorted, "I don't care about that, but this blood has spoiled my trousers."

—The Welsh people in and about Utica held an "Elsteddfod"—a meeting to encourage knowledge—on Monday, and the N. Y. *Herald* is quite enthusiastic in its description of it. Prominent among the decorations about the hall was a banner bearing the soul-inspiring national motto, *Y ddraig goch a ddyry gychwyn*, supplemented on either side by the words, *Tan nawdd Duw, a phob daioni*.

ART AT THE CAPITAL.

Insulting the Goddess of Liberty.

The Pittsburg *Chronicle* of last evening contains the following communication:—

The paragraph in your paper which gives the result of an interview between a reporter and Clark Mills, the sculptor, is quite accurate, as to the damaging interference of Jefferson Davis, then Secretary of War, with the design and form of the statue of Liberty, which was intended to grace the pinnacle of the Capitol dome, instead of disfiguring it as it now does.

As a member of the Committee on Capitol Buildings and Grounds I consulted with Clark Mills as to the feasibility of removing from the head of Liberty the abominable conglomeration of eagle's claws and ostrich feathers which had the effect of converting the Goddess into an Indian squaw.

Mr. Mills agreed that it might be done, and ought to be. I then had the following resolution put through the committee, and reported the same to the House, but could not get it up because of the rush at the close of the session. I think it probable that if I could have had an opportunity of explaining the object of and reasons for the resolution it would have passed by a large vote:—

STATUE OF LIBERTY.

Mr. McKnight—I ask the consent of the House to report, from the Committee on Public Buildings and Grounds, a joint resolution directing the architect of the Capitol extension to have removed from the bronze statue of Liberty the nondescript ornament on its head, before it is elevated to its position on the dome of the Capitol.

Mr. Holman objected.

Mr. McKnight moved to suspend the rules.

The rules were not suspended, two-thirds not having voted therefor.

When I afterwards explained to Judge Holman the reasons for the resolution, he said had he known them before he would not have objected, but it was too late to bring it up again—and the statue, which now misrepresents liberty and does represent Jeff. Davis' venom and hostility thereto—was allowed to be placed in its present position.

I hope at some future day to see the object of my resolution accomplished—although at much cost, trouble, and hazard which I strove to avoid. Respectfully,

ROBERT MCKNIGHT.

AN INTERESTING PHENOMENON.—In a note to page 138, volume I, of Humboldt's "Cosmos," there is the following reference to an interesting phenomenon that occurs about this time in the year:—"There is another thing which I recommend to the observation of mathematical men, which is, that in February, and for a little before and a little after that month (as I have observed several years together), about 6 in the evening, when the twilight hath almost deserted the horizon, you shall see a plainly discernible way of the twilight striking up towards the Pleiades, and seeming almost to touch them. It is so observed any clear night, but it is best *illac nocte*. There is no such way to be observed at any other time of the year (that I can perceive), nor any other way at that time to be perceived darting up elsewhere; and I believe it hath been and will be constantly visible at that time of the year; but what the cause of it in nature should be I cannot yet imagine, but leave it to future inquiry."

NEW PUBLICATIONS.

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At Lowest New York Prices and Freights.

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CUTLERY, ETC.

RODGERS & WOSTENHOLM'S POCKET KNIVES, Pearl and Stag handles, and beautiful finish; Rodgers', and Wade & Butcher's Razors, and the celebrated Lecoultre Razor; Ladies' Scissors, in cases, of the finest quality; Rodgers' Table Cutlery, Carvers and Forks, Razor Strops, Cork Screws, etc. Ear instruments, to assist the hearing, of the most approved construction, at P. MADEIRA'S,
No. 115 TENTH Street, below Chesnut.

RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA.

WINTER ARRANGEMENT.
Takes effect December 19, 1870.

Fifteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—

7·00 A. M. (Accommodation) for Fort Washington.

At 7·35 A. M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverley Elmira, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

8·25 A. M. (Accommodation) for Doylestown.

9·45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Mahanoy City, Wilkesbarre, Pittston, Scranton, Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essex Railroads.

11 A. M. (Accommodation) for Fort Washington.

1·15 and 5·20 and 8·15 P. M., for Abington.

1·45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton.

2·30 P. M. (Accommodation) for Doylestown.

At 3·20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, and Coplay.

4·15 P. M. (Mail) for Doylestown.

5·00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

6·20 P. M. (Accommodation) for Lansdale.

11·30 P. M. (Accommodation) for Fort Washington.

The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the Depot.

TRAINS ARRIVE IN PHILADELPHIA FROM
Bethlehem at 8·55, and 10·35 A. M.; 2·15, 5·05, and 8·25 P. M.
Doylestown at 8·25 A. M., 4·40 and 6·35 P. M.
Lansdale at 7·30 A. M.
Fort Washington at 9·20 and 11·20 A. M., 3·10 P. M.
Abington at 2·35, 6·55, and 9·35 P. M.

ON SUNDAYS.
Philadelphia for Bethlehem at 9·30 A. M.
Philadelphia for Doylestown at 2·00 P. M.
Doylestown for Philadelphia at 7 A. M.
Bethlehem for Philadelphia at 4·00 P. M.

Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street.

Dec. 19, 1870. ELLIS CLARK, Agent.

1870.—FOR NEW YORK—THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.

FROM WALNUT STREET WHARF.

At 7 A. M., Mail and Accommodation, via Camden and Amboy, and at 3·30 P. M., Accommodation, via Camden and Jersey City.

At 2 and 6 P. M., for Amboy and intermediate stations.

At 7 A. M. and 3·30 P. M. for Freehold and Farmingdale.

At 7 and 10 A. M., 12 M., 2, 3·30, and 5 P. M. for Trenton.

At 7 and 10 A. M., 12 M., 2, 3·30, 5, 6, 7, and 11·30 P. M. for Bordentown, Florence, Burlington, Edgewater, Beverly, Delanco, Riverside, Riverton, and Palmyra.

At 7 and 10 A. M., 12 M., 5, 6, 7, and 11·30 P. M. for Fish House.

The 11·30 P. M. line leaves from Market Street Ferry (upper side).

FROM WEST PHILADELPHIA DEPOT.

At 7·30 and 9·45 A. M., 1·20, 3·10, 5·30, 6·45 and 12 P. M., New York Express Lines, and at 11·30 P. M., Line, via Jersey City.

At 7·30 and 9·45 A. M., 1·20, 3·10, 5·30, 6·45, and 12 P. M. for Trenton.

At 9·45 A. M. 1·20, 6·45 and 12 P. M. for Bristol.

At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford.

Sunday Lines leave at 9·45 A. M., 6·45 P. M., and 12 night.

FROM KENSINGTON DEPOT.

At 7·30 A. M., 2·30, 3·30, and 5 P. M. for Trenton and Bristol, and at 9·30 A. M. and 6 P. M. for Bristol.

At 7·30 A. M., 2·30, and 5 P. M. for Morrisville and Tullytown.

At 7·30 and 9·30 A. M., 2·30, 5, and 6 P. M. for Schenck's, Eddington, Cornwells, Torresdale, and Holmesburg Junction.

At 7 A. M., 12·30, 5·15, and 7·30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.

At 7 and 9·30 A. M., 12·30, 2·30, 5·15, 6, and 7·30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

VIA BELVIDERE DELAWARE RAILROAD.

At 7·30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Rochester, Syracuse, Great Bend, Wilkesbarre, Schooley's Mountain, etc.

At 7·30 A. M. and 3·30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc.

At 5 P. M. for Lambertville and intermediate stations.

FROM MARKET STREET FERRY (UPPER SIDE),
VIA NEW JERSEY SOUTHERN RAILROAD

At 11 A. M. for New York, Long Branch, and intermediate places.

VIA CAMDEN AND BURLINGTON COUNTY RAILROAD.

At 6·45 and 11 A. M., 1, 2·30, 3·30, 5, and 6·30 P. M., and on Thursday and Saturday nights at 11·30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.

At 6·45 A. M., 2·30 and 6·30 P. M. for Lumberton and Medford.

At 6·45 and 11 A. M., 3·30, 5, and 6·30 P. M. for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 6·45 A. M., 1 and 3·30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

Dec. 12, 1870. WM. H. GATZMER, Agent.

PHILADELPHIA AND ERIE RAILROAD.
WINTER TIME TABLE.

On and after December 4, 1870, the trains on the Philadelphia and Erie Railroad will run as follows from Pennsylvania Railroad Depot, West Philadelphia:—

WESTWARD.	
MAIL TRAIN leaves Philadelphia -	9·40 P. M.
" " Williamsport -	7·25 A. M.
arrives at Erie -	7·40 P. M.
ERIE EXPRESS leaves Philadelphia	12·20 A. M.
" " Williamsport -	8·50 P. M.
" arrives at Erie -	7·40 A. M.
ELMIRA MAIL leaves Philadelphia -	9·30 A. M.
" " Williamsport	6·35 P. M.
" arrives at Lock Haven	7·50 P. M.
EASTWARD.	
MAIL TRAIN leaves Erie - - -	9·00 A. M.
" " Williamsport -	10·05 P. M.
" arrives at Philadelphia	6·50 A. M.
ERIE EXPRESS leaves Erie - -	9·00 P. M.
" " Williamsport	8·25 A. M.
" arrives at Philadelphia	5·30 P. M.
ELMIRA MAIL leaves Lock Haven	8·15 A. M.
" " Williamsport	9·25 A. M.
" arrives at Philadelphia	5·30 P. M.
BUFFALO EXP. leaves Williamsport	12·35 A. M.
" " Sunbury -	2·30 A. M.
" arrives at Philadelphia	9·40 A. M.

Express, Mail, and Accommodation, east and west, connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Oil Creek and Allegheny River Railroad.

WM. A. BALDWIN,
General Superintendent.

NEW JERSEY SOUTHERN RAILROAD LINE.
NEW ROUTE
BETWEEN NEW YORK AND PHILADELPHIA
VIA LONG BRANCH.

An ACCOMMODATION TRAIN in the morning and
AN EXPRESS TRAIN
in the Afternoon from each end of the route.
THE EXPRESS TRAIN
will be furnished with
SPLENDID PALACE CARS.
NO CHANGE OF CARS
BETWEEN PHILADELPHIA AND SANDY HOOK.
ASK FOR TICKETS VIA PEMBERTON AND LONG BRANCH.

ON AND AFTER MONDAY, July 4, 1870, trains will run as follows:—

LEAVE NEW YORK,
from Pier No. 28 NORTH River, foot of Murray street, at 6·45 A. M. Accommodation and 4·30 P. M. Express.

LEAVE PHILADELPHIA,
from foot of WALNUT Street, at 7·00 A. M. Accommodation and 3·30 P. M. Express.

The NARRAGANSETT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with *unequalled accommodations*, and will make the connection between New York and Sandy Hook.

Passengers by this route can be served with BREAKFAST or DINNER on the EUROPEAN PLAN *in a style unsurpassed by any Hotel in America.*

Fare between Philadelphia and New York......$3·00
" " " " Long Branch... 2·50

For particulars as to connections for TOM'S RIVER, RED BANK, and all way stations, see the "Traveller's" and "Appleton's Guides."

6 27 C. L. KIMBALL, Superintendent

PHILADELPHIA AND READING RAILROAD

Depot, THIRTEENTH and CALLOWHILL Streets.

Until further notice trains will Leave and Arrive as follows:—

TRAINS LEAVE.	A. M.	TRAINS ARRIVE.	A. M.
Read'g&Allent'n Way	7·30	Pottstown Accom....	9·15
Harrisb'g&Potts'e Ex	8·15	Read'g & Pottsv'e Ac.	10·20
Phila. & Potts'e Way Train............	12·30		P. M.
	P. M.	Harrisb'g&Potts'e Ex	1·00
		Phila. & Pottsv'e W. Train............	4·20
Harrisb'g&Potts'e Ex	3·30	Harrisbg& Pottsv'e Ex	7·00
Pottstown Accommo.	4·00	Harrisbg, Pottsville, and Allentown Ac.	9·10
Read'g& Pottsv'e Ac.	4·45		
ON SUNDAYS.	A. M.	ON SUNDAYS.	A. M.
To Reading..........	8·00	From Pottsville....	12·35
	P. M.		P. M.
To Pottsville..........	3·15	From Reading........	7·25

The Sunday trains connect with similar trains on the Perkiomen and Colebrookdale Railroads.

For Downingtown and points on Chester Valley Railroad, take 7·30 a. m., 12·30 noon, and 4 p. m.

For Schwenksville and points on Perkiomen Railroad, take 7·30 a. m., 12·30 noon, and 4 p. m.

For Mt. Pleasant and points on Colebrookdale Railroad take 7·30 a. m. and 4·00 p. m.

N. Y. EXPRESS FOR PITTSBURG AND WEST.

Trains leave New York at 9·00 a. m. and 5·00 p. m., passing Reading at 1·55 and 10·05 p. m., connecting at Harrisburg with Pennsylvania and Northern Central trains for Chicago, Cincinnati, Pittsburg, Baltimore, Williamsport, etc.

Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

Trains for New York leave Harrisburg at 3·10, 8·10, and 11·45 a. m., and 2·50 p. m.

Additional train leaves New York for Harrisburg at 12 o'clock noon.

For particulars see Guide Books, which can be obtained at No. 811 Chesnut street, and at all stations, without charge.

Season, School, Mileage, and Commutation Tickets at reduced rates to be had of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or G. A. Nicolls, General Superintendent, Reading.

STREET CARS.—The Thirteenth and Fifteenth, and Race and Vine streets, connecting with other lines, run close to the Depot.

Baggage collected and delivered by Dungan's Baggage Express. Orders left at Depot, or at No. 225 S. Fourth street.

GERMANTOWN AND NORRISTOWN BRANCH.
Depot, Ninth and Green.

Trains leave for Germantown at 6, 7, 8, 8½, 9·05, 10, 11, 12 A. M.; 1, 2, 2·30, 3·15, 3·45, 4·05, 4·30, 5·05, 5·45, 6, 6·30, 7, 8, 9, 10·05, 11, 12 p. m. Leave Germantown, 6, 6·55, 7·30, 8, 8·20, 9, 9½, 10, 11, 12 a. m.; 1, 2, 3, 3·50, 4, 4·35, 5, 5·30, 6, 6·30, 7, 8, 9, 10, 11 p. m. The 8·20 and 9·30 down trains, 2·30, 3·45, and 5·45 up trains, will not stop on the Germantown branch. On Sundays, leave at 9·15 a. m.; 2, 4·05, 7, 10·45 p. m. Leave Germantown, 8·15 a. m.; 1, 3, 6, 9·45 p. m.

Passengers taking the 6·55, 9 a. m., and 6·30 p. m. trains from Germantown, will make close connection with the trains for New York at Intersection Station.

CHESNUT HILL RAILROAD.—Leave at 6, 8, 10, 12 a. m.; 2·30, 3·45, 5·45, 7, 9 and 11 p. m. Leave Chesnut Hill at 7·10, 8, 9·10, 11·40 a. m.; 1·40, 3·40, 5·40, 6·40, 8·40, 10·40 p. m. On Sundays, leave 9·15 a. m.; 2 and 7 p. m. Leave Chesnut Hill at 7·50 a. m.; 12·40, 5·40, 9·25 p. m.

FOR CONSHOHOCKEN AND NORRISTOWN.—Leave at 6, 7·30, 9, 11·05 a. m.; 1·30, 3, 4, 5, 5·30, 6·15, 8·05, 10, 11·45 p. m. Leave Norristown at 5·30, 6·25, 7, 7·45, 8·50, 11 a. m.; 1·30, 3, 4·30, 6·15, 8, 9·30 p. m. On Sundays, leave at 9 a. m.; 2·30, 4, 7·30 p. m. Leave Norristown at 7 a. m.; 1, 5·30, 9 p. m.

FOR MANAYUNK.—Leave at 6, 7·30, 9, 11·05 a. m.; 1·30, 3, 4, 5, 5·30, 6·15, 8·05, 10, 11·45 p. m. Leave Manayunk at 6, 6·55, 7·30, 8·10, 9·20, 11·30 a. m.; 2, 3·30, 5, 6·45, 8·30, 10 p. m. On Sundays, leave at 9 a. m.; 2·30, 4, 7·30 p. m. Leave Manayunk at 7·30 a. m.; 1·30, 6·15, 9·30 p. m.

FOR PLYMOUTH.—Leave at 6 a. m. and 5 p. m. Leave Plymouth at 6·20 a. m. and 2·30 p. M.

The 7·45 a. m. train from Norristown will not stop at Magee's, Potts' Landing, Domino, or Schur's Lane.

Passengers taking the 7·12, 9·05 a. m., and 6·30 p. m. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station.

The 8·30 a. m., 12·30 and 5 p. m. trains from New York stop at Intersection Station. 11

PENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNDAY, JANUARY 1, 1870.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT.	
Pittsburg Express	12·11 A. M.
Mail Train	8·00 A. M.
Lock Haven and Elmira Express	9·49 A. M.
Paoli Accommodation, 10·10 A. M. & 1·10 and	7·10 P. M.
Fast Line	12·40 P. M.
Erie Express	12·40 P. M.
Harrisburg Accommodation	2·30 P. M.
Lancaster Accommodation	4·10 P. M.
Parkesburg Train	5·30 P. M.
Cincinnati Express	8·00 P. M.
Erie Mail and Buffalo Express	9·50 P. M.
Pacific Express	10·10 P. M.
Paoli Accommodation, No. 4	11·10 P. M.

Erie Mail leaves daily, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 10·10 P. M.

Cincinnati and Pacific Express leaves daily. All other trains daily except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M. at No. 116 Market street.

Sunday Train No. 1 leaves Philadelphia at 8·40 A. M.; arrives at Paoli at 9·40 A. M. Sunday Train No. 2 leaves Philadelphia at 6·40 P. M.; arrives at Paoli at 7·40 P. M.

Sunday Train No. 1 leaves Paoli at 6·50 A. M.; arrives at Philadelphia at 8·10 A. M. Sunday Train No. 2 leaves Paoli at 4·50 P. M.; arrives at Philadelphia at 6·20.

TRAINS ARRIVE AT DEPOT.	
Cincinnati Express	3·10 A. M.
Philadelphia Express	7·00 A. M.
Erie Mail	7·00 A. M.
Paoli Accommodat'n, 8·20 A. M. & 3·50 &	6·40 P. M.
Parkesburg Train	9·00 A. M.
Fast Line and Buffalo Express	9·50 A. M.
Lancaster Train	12·20 P. M.
Erie Express	5·45 P. M.
Lock Haven and Elmira Express	5·45 P. M.
Pacific Express	3·25 P. M.
Southern Express	5·45 P. M.
Harrisburg Accommodation	9·40 P. M.
Paoli Accommodation, No. 4	10·50 P. M.

For further information apply to
JOHN F. VANLEER, JR., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

A. J. CASSATT,
4 29 General Superintendent, Altoona, Pa.

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY.

ON AND AFTER MONDAY, October 17, 1870,
Trains will leave and arrive at the Depot, THIRTY-FIRST and CHESNUT Streets, as follows:—

FROM PHILADELPHIA

For West Chester at 7·45 and 11·20 A. M., 2·30, 6·15, and 11·30 P. M. Stops at all stations.

For West Chester at 4·40 P. M. This train stops only at stations between Media and West Chester (Greenwood excepted).

For B. C. Junction at 4·10 P. M. Stops at all stations.

FOR PHILADELPHIA

From West Chester at 6·30 and 10·45 A. M., 1·55, 4·55, and 6·55 P. M. Stops at all stations.

From West Chester at 7·55 A. M. This train stops only at stations between West Chester and Media (Greenwood excepted).

From B. C. Junction at 8·40 A. M. Stops at all stations.

ON SUNDAY—Leave Philadelphia at 8·30 A. M. and 2 P. M. Leave West Chester at 7·55 A. M. and 4 P. M.

10 14 W. C. WHEELER, Superintendent.

WEST JERSEY RAILROADS,

FALL AND WINTER ARRANGEMENT,
COMMENCING MONDAY, SEPTEMBER 19, 1870.

Trains will leave Philadelphia as follows:—From foot of Market street (upper ferry).

8·15 A. M., Passenger for Bridgeton, Salem, Swedesboro, Vineland, Millville, and way stations.

11·45 A. M., Woodbury Accommodation.

3·15 P. M., Passenger for Cape May, Millville, and way stations below Glassboro.

3·30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and way stations.

5·30 P. M., Accommodation for Woodbury, Glassboro, Clayton, and intermediate stations.

Freight Train leaves Camden daily, at 12 M.

WILLIAM J. SEWELL, Superintendent.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—
TIME TABLE.
COMMENCING MONDAY, NOVEMBER 21, 1870.

Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—

Way Mail Train at 8·30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

Express Train at 11·45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11·30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 11·45 A. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11·00 A. M., 2·30, 5·00, and 7·00 P. M. The 5·00 P. M. train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 6·45 and 8·10 A. M., 2·00, 4·00, and 7·15 P. M. The 8·10 A. M. train will not stop between Chester and Philadelphia. The 7·15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 6·45 A. M. and 4·00 P. M. will connect at Lamokin Junction with the 7·00 A. M. and 4·30 P. M. trains for Baltimore Central Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7·25 A. M., Way Mail; 9·35 A. M., Express; 2·35 P. M., Express; 7·25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7·25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

On Sundays, leave Philadelphia for West Grove and intermediate stations at 8·00 A. M.; returning, left West Grove at 3·55 P. M.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.—CHANGE OF HOURS.

On and after MONDAY, October 3, 1870, trains will run as follows:—Leave Philadelphia from depot of P. W. & B. R. R., corner Broad street and Washington avenue:—

For Port Deposit at 7 A. M. and 4·30 P. M.

For Oxford at 7 A. M., 4·30 P. M., and 7 P. M.

For Oxford Wednesdays and Saturdays only at 2·30 P. M.

For Chadd's Ford and Chester Creek Railroad at 7 A. M., 10 A. M., 4·30 P. M., and 7 P. M. Wednesdays and Saturdays only 2·30 P. M.

Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 7 A. M. and 4·30 P. M. connect at Chadd's Ford Junction with the Wilmington and Reading Railroad.

Trains for Philadelphia leave Port Deposit at 9·25 A. M. and 4·25 P. M., on arrival of trains from Baltimore.

Oxford at 6·05 A. M., 10·35 A. M. and 5·30 P. M. Sundays at 5·30 P. M. only.

Chadd's Ford at 7·26 A. M., 11·58 A. M., 3·55 P. M., and 6·49 P. M. Sundays 6·49 P. M. only.

Passengers are allowed to take wearing apparel only as baggage, and the company will not in any case be responsible for an amount exceeding one hundred dollars, unless special contract is made for the same.

HENRY WOOD,
10 3 General Superintendent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.
CHANGE OF HOURS.

On and after MONDAY, October 3, 1870, trains will run as follows:—

Leave Philadelphia from Depot of P. W. & B. R. R., corner of BROAD Street and WASHINGTON Avenue:—

For Port Deposit at 7 A. M. and 4·30 P. M.

For Oxford at 7 A. M., 4·30 P. M., and 7 P. M.

For Oxford on Saturdays only, at 2·30 P. M.

For Chadd's Ford and Chester Creek Railroad, at 7 A. M., 10 A. M., 4·30 P. M. and 7 P. M. Saturdays only, at 2·30 P. M.

Train leaving Philadelphia at 7 A. M., connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 10 A. M. and 4·30 P. M. connect at Chadd's Ford Junction with the Wilmington and Reading Railroad.

Trains for Philadelphia:—

Leave Port Deposit at 9·25 A. M. and 4·25 P. M., on arrival of trains from Baltimore.

Oxford at 6·05 and 10·35 A. M. and 5·30 P. M. Sundays at 5·30 P. M. only.

Chadd's Ford at 7·26 A. M. 11·58 A. M., 3·55 P. M., and 6·49 P. M. Sundays at 6·49 P. M. only.

HENRY WOOD, General Superintendent.

LUMBER.

1871 SPRUCE JOIST. 1871
SPRUCE JOIST.
HEMLOCK.
HEMLOCK.

1871 SEASONED CLEAR PINE. 1871
SEASONED CLEAR PINE.
CHOICE PATTERN PINE.
SPANISH CEDAR, FOR PATTERNS.
RED CEDAR.

1871 FLORIDA FLOORING. 1871
FLORIDA FLOORING.
CAROLINA FLOORING.
VIRGINIA FLOORING.
DELAWARE FLOORING.
ASH FLOORING.
WALNUT FLOORING.
FLORIDA STEP BOARDS.
RAIL PLANK.

1871 WALNUT BOARDS AND PLANK. 1871
WALNUT BOARDS AND PLANK.
WALNUT BOARDS.
WALNUT PLANK.

1871 UNDERTAKERS' LUMBER. 1871
UNDERTAKERS' LUMBER.
RED CEDAR.
WALNUT AND PINE.

1871 SEASONED POPLAR. 1871
SEASONED CHERRY.
ASH.
WHITE OAK PLANK AND BOARDS,
HICKORY.

1871 CIGAR BOX MAKERS' 1871
CIGAR BOX MAKERS'
SPANISH CEDAR BOX BOARDS,
FOR SALE LOW.

1871 CAROLINA SCANTLING. 1871
CAROLINA H. T. SILLS.
NORWAY SCANTLING.

1871 CEDAR SHINGLES. 1871
CYPRESS SHINGLES.
MAULE, BROTHER & CO.,
11½ No. 2500 SOUTH Street.

PANEL PLANK, ALL THICKNESSES.—
COMMON PLANK, ALL THICKNESSES.
1 COMMON BOARDS.
1 and 2 SIDE FENCE BOARDS.
WHITE PINE FLOORING BOARDS.
YELLOW AND SAP PINE FLOORINGS, 1¼ and 4¼ SPRUCE JOIST, ALL SIZES.
HEMLOCK JOIST, ALL SIZES.
PLASTERING LATH A SPECIALTY.

Together with a general assortment of Building Lumber for sale low for cash. T. W. SMALTZ,
11 30 6m No. 1715 RIDGE Avenue, north of Poplar St.

STOVES, RANGES, ETC.

THE AMERICAN STOVE AND HOLLOWWARE COMPANY, PHILADELPHIA,

IRON FOUNDERS,

(Successors to North, Chase & North, Sharpe & Thomson, and Edgar L. Thomson,)

Manufacturers of STOVES, HEATERS, THOMSON'S LONDON KITCHENER, TINNED, ENAMELLED, AND TON HOLLOWWARE.

FOUNDRY, Second and Mifflin Streets.
OFFICE, 209 North Second Street.
FRANKLIN LAWRENCE, Superintendent.
EDMUND B. SMITH, Treasurer.

JNO. EDGAR THOMSON,
President. JAMES HOEY,
6 27 mwf 6m General Manager.

AUCTION SALES.

HENRY W. & B. SCOTT, JR.,
AUCTIONEERS AND COMMISSION MERCHANTS,
No. 1125 CHESNUT Street.

(Until negotiations for a permanent and eligible location, now pending, are consummated, sales on the premises receive prompt and personal attention.
1 9tf

M. THOMAS & SONS, AUCTIONEERS, Nos. 139 and 141 S. FOURTH Street.

SALE OF REAL ESTATE AND STOCKS,

Jan. 10, at 12 o'clock, noon, at the Exchange will include—

MARSHALL, No. 528—Modern Residence.
CHESNUT HILL AVENUE, Chesnut Hill—Stone Residence.
THIRTEENTH (North), No. 1513 — Modern Residence.
PENN, No. 4721 (Frankford)—Handsome Residence.
WARNOCK, No. 1731—Genteel Dwelling.
MAGNOLIA AND NOBLE, S. E. corner—Genteel Dwelling.
MAYLAND STREET AND MULBERRY ALLEY, S. E. Corner—Tavern and Dwelling.
FRONT (North), No. 516—Brick Building.
TAYLOR, S. E. of Coral—2 Building Lots.
GROUND RENTS—$96 and $68 a year.

STOCKS, LOANS, ETC.

$56,000 Fredericksburg and Gordonsville Railroad, 7 per cent gold.
17 shares Northern Liberties Gas Co.
$2000 Swedesborough Railroad 1st mortgage bonds.
1 share Point Breeze Park.
20 shares Central Transportation Co.
Pew No. 122 Church of the Holy Trinity.
20 sh. Philada. & Southern Mail Steamship Co.
$5000 St. Louis City bonds, 6 per cent.
10 shares Seventh National Bank.
30 shares American Fire Insurance Co.
$2000 Delaware Mutual Insurance Co. scrip, 1869.
1 share Academy of Fine Arts.
$11,000 Western Pennsylvania Railroad bonds.
$2500 Lehigh Navigation Convertible Loan.
50 shares Chesapeake and Delaware Canal Co.
100 shares Elmira Railroad Co., preferred.
120 shares Union Railroad and Transportation Co.
1 share Philadelphia Library Co.
300 shares American Buttonhole Sewing Machine.
$3000 Pennsylvania State loan, second series.
$6500 new City loan, clear of taxes.
$1000 new City loan, prior to 1862, payable in gold.
$500 Camden and Amboy 6 per cent. loan, 1883.
$1000 Belvidere and Delaware Railroad.
Pew No. 45; Dr. Boardman's church.
Season Ticket Academy of Music.
6 shs. Penna. Fire Ins. Co.
25 shs. Empire Transportation Co.
Catalogues now ready. 1 6 3t

SALE OF VALUABLE OIL PAINTINGS AND ENGRAVINGS.
On Saturday Morning,

Jan. 14, at 11 o'clock, a collection of very valuable paintings, including some choice pieces presented to the late Dr. N. Chapman by Joseph Bonaparte (Count Survilliers), among which will be found an original "La Charite," by Schidone, and a fine architectural picture by Canaletto; also, portraits of Chief Justice Marshall, by Inman, and of Dr. Rush, by Sully. The catalogue also includes 12 fine specimens of C. Krieghoff, landscapes by Doll, H. Seefisch, W. Mayerheim, C. J. de Vogel, etc.; Aquarells by Verboekhoven, Professor Schrœder and Professor Guaglio; a fine marine by Lepoittevin, and a number of rare engravings.

The collection is arranged for inspection in the second-story salesroom of the auction store. 1 7 6t

BUNTING, DURBOROW & CO., AUCTIONEERS, Nos. 232 and 234 MARKET street, corner of Bank street. Successors to John B. Myers & Co.

SPECIAL AND PEREMPTORY SALE OF 1435 CASES METALLIC OVERSHOES; ALSO, THE STOCK OF A RETAILER, AND A GENERAL ASSORTMENT OF BOOTS, SHOES, ETC.
On Tuesday Morning,

January 10, at 10 o'clock, on four months' credit, comprising—

406 cases women's F overs, regularly assorted.
306 cases women's M overs, regularly assorted.
10 cases women's M imitation, regularly assorted.
168 cases women's M gossamer, regularly assorted.
64 cases women's M overs, packed solid.
364 cases men's M overs, regularly assorted.
36 cases men's M overs, packed solid.
81 cases misses' overs, 10@2.

N. B.—The above will be sold in large lots and strictly without reserve.

ALSO,
the entire stock of a retail dealer, comprising a choice line of custom-made goods.

ALSO,
a line of men's, women's, and children's wear, of the best Eastern and city makes. 1 3 6t

BY MAGILL, FARREL & CO.,
AUCTIONEERS,
No. 318 MARKET Street.

PEREMPTORY SALE BY AUCTION OF THE ENTIRE FURNISHMENT OF THE HOTEL KNOWN AS THE WASHINGTON HOUSE, NOS. 709 AND 711 CHESNUT STREET, BY CATALOGUE.
On Thursday Morning,

January 12, 1871, commencing at 9 o'clock. Including—Parlor, chamber, dining, sitting, and bar-room furniture; mirrors, oil paintings; gas fixtures, etc. etc. [12 31 8t

Further particulars in future advertisements.

On Wednesday Morning,
Jan. 11 commencing at 10 o'clock, by catalogue.
CLOSING SALE OF FURS, ROBES, LAPS, ETC.,
To which we call the special attention of the trade.
DRY GOODS, ETC.—Also, an assortment of dry goods, notions, etc.
CLOTHING.—Also, 100 lots ready-made Clothing. 1 9 2t

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street: rear entrance No. 1107 Sansom street.

MARTIN BROTHERS, AUCTIONEERS.—No. 704 Chesnut street.

SALE OF STATIONERY AND BLANK WORK.
On Tuesday,
Jan. 11, at 10 o'clock, at the auction rooms. 1t

CONCERT HALL AUCTION ROOMS, No. 1219 CHESNUT Street.
T. A. McCLELLAND, AUCTIONEER.

Personal attention given to sales of household furniture at dwellings.

Public sales of furniture at the Auction Rooms, No. 1219 Chesnut street, every Monday and Thursday.

For particulars see "Public Ledger."

N. B.—A superior class of furniture at private sale

CIRCUS AT AUCTION.—
Great sale of Circus property at Raleigh, N. C., on MONDAY, January 30, 1871, consisting of the entire Stock and Fixtures of Dr. James L. Thayer's New Circus, lately travelling in the South; everything necessary for a first-class circus:—

42 first-class Horses.
8 first-class Ring Horses.
3 first-class trained Pad Horses.
2 Trick Mules, the best in the business.
12 Platform Spring Wagons, nearly new.
Ticket Wagon; Performers' Wagon, nearly new.
Band Wagon, Concord built, nearly new; cost $1500.
Advertising Wagon, Pole Wagon, Poles, Seats, and everything required for canvas.
25 sets Double Harness, almost new.
20 Bridles and Saddles almost new.
A complete outfit of Entree Dresses, for ladies, men, and horses; Pads for horses, etc.; Instruments for brass band, and other articles too numerous to mention.

All the above property will be sold to the highest bidder for cash.

T. E. LEE, Sheriff Wake county, N. C.

N. B.—Nine experienced drivers and hostlers can be employed on reasonable terms. 12 29tJ30

Corn Exchange Bag Manufactory.

JOHN T. BAILEY,

N. E. Cor. WATER and MARKET Sts.

ROPE AND TWINE, BAGS and BAGGING, for Grain, Flour, Salt, Super-Phosphate of Lime, Bone Dust, Etc.

Large and small GUNNY BAGS constantly on hand. Also, WOOL SACKS.

J. T. EASTON. M'MAHON.

EASTON & McMAHON,

SHIPPING AND COMMISSION MERCHANTS,
No. 2 COENTIES SLIP, New York,
No. 18 SOUTH WHARVES, Philadelphia,
No. 45 W. PRATT STREET, Baltimore.

We are prepared to ship every description of Freight to Philadelphia, New York, Wilmington, and intermediate points with promptness and despatch. Canal Boats and Steam-tugs furnished at the shortest notice.

ROTHERMEL & MANNING,

LEHIGH AND SCHUYLKILL COAL,

Depot N. E. Corner NINTH and MASTER,

Offices, { 43 South THIRD Street,
{ 724 SANSOM " 10 13 tf

Continued from the First Page.

pany, to the coal operators, and to the workmen themselves.

Nearly all the miners and laborers of the several anthracite coal-fields of Pennsylvania are united in an organization known as the Workingmen's Benevolent Association, the avowed object of which is to protect its individual members by securing a uniform rate of wages, based upon and rising and falling with the market price of coal. In the year 1869 the three transporting and mining companies of the Wyoming and Lackawanna regions refused to pay their workmen upon any basis of wages that would be affected by the price of the commodity, and a disagreement between the operators and the workingmen of the Lehigh region occurring at the same time, the result was the protracted strike of 1869, which continued for five months in the Wyoming, Lackawanna, and Lehigh coal fields. Pending this strike the operators and workingmen of the first and second coal-fields agreed upon a basis of wages under which work was resumed in all the regions depending for an outlet upon the roads of this company, and the large tonnage of 1869 was obtained. The rate of wages thus agreed upon that year was based upon $3 per ton of coal at Port Carbon as the minimum price, and recognized the right of the workingmen to be paid upon this $3 basis, no matter how much lower the market price of coal would fall. As the supply in 1869 was very much curtailed by the suspension in the other regions, the price of the coal was high, and the operators, taking advantage of the idleness of their competitors, were enabled to pay wages upon this basis, and realize some profit from their business; but at the opening of trade in 1870, after the companies and operators of the other regions had either compromised with their men or accepted the terms of the basis, it became evident that the high rate of wages which prevailed in Schuylkill, Northumberland, and Columbia counties in 1869 could not be paid by the operators, for it was well known that if all the coal-fields were producing largely, the average price of coal at Port Carbon would not exceed from $2·25 to $2 50 per ton, and that if wages at the $3 basis of 1869 were paid, the cost of the coal at Port Carbon would exceed the market price.

Under these circumstances the coal operators' association, known as the Anthracite Board of Trade, proposed a new basis for 1870—recognizing $2·50 as the minimum price of coal at Port Carbon—but the workingmen insisted upon the basis of 1869, refused to accept the proposition, and suspended work. After being idle for four months, and entailing a loss upon the members of their association of at least $1,500,000, and of twice that amount upon the other interests connected with the trade, work was resumed on the 1st of August, under a compromise basis, which might probably have been obtained during the first week of the strike but for the feeling existing between the contending parties.

The strike of 1869 in the upper regions enabled the operators of the first and second coal fields to obtain high prices and to pay high wages, and the suspension of 1870 in the lower coal fields enabled the Wyoming and Lackawanna Companies and the Lehigh operators to do the same. The capacity of production bears such a proportion to the demand for consumption that a stoppage of any one large region enables the operators and workingmen of the others to realize large prices for their coal and high wages for the labor, and thus a disposition is engendered on the part of those interested in mining to look upon the coal trade as a speculation, in which the unfortunate disagreements between labor and capital in one section may be turned to the profit of both in another, and always at the expense of the public, and ultimately to the injury of every industry connected with the trade.

The controlling power in the Workingmen's Association is held by the delegates from the upper coal-fields, who, by their votes in the general council, are enabled to force a suspension of the first and second coal-fields, the result of which is to raise the price of coal and enable the workingmen represented by the majority to obtain high rates of wages at the expense of the idleness and suffering of those represented by the minority. Another great evil results from the attempts of the Workingmen's Association to enforce the short-sighted policy of raising prices by stopping the production of coal, forgetting that high prices, and uncertainty of supply will drive away buyers, force manufacturers to turn to other fuels, and prevent the natural increase of demand which would result from low prices and which would soon supply a certain market for any temporary over-production.

There can be but little doubt that an organization like that of the Workingmen's Benevolent Association, acting in each region independently of the other, dealing directly with the representatives of their employers, and in all cases of difference referring to the decision of some disinterested umpire, instead of resorting to a strike, would be productive of good results.

These questions are, of course, to be settled entirely by the operators and the workingmen themselves, but as the frequency of strikes and the uncertainly and irregularity of the supply of coal seriously affects the great manufacturing interests of the Schuylkill valley as well as the traffic of the company, the managers have thought it advisable to announce, and they will enforce, such a policy in the adjustment of tolls as will probably prevent the recurrence of any long continued strike in the future.

In view of the long suspension of the past year, the Stockholders of the road may be congratulated upon the fact that the coal tonnage has been greater than that of any previous year, with the exception of 1869, and that while the charges for transportation upon coal have been less than they have been for seven years past, the rates of passenger fares reduced 10 per cent. below what they were in 1869, and the charges upon merchandise freights as low as or probably lower than those of any other road in Pennsylvania, the total expense of operating the road for the year has been but 68 per cent. of the gross receipts, and the net profit has been over three millions of dollars.

The entire coal tonnage of the main line for the year was 3,750,990 tons, and the actual number of tons of coal transported on the main line and branches was 4,633,504, leaving 882,514 as the tonnage of the branches not included in that of the main line. During the four months ending November 30, the coal tonnage of the road was greater than that of any four months of any previous year. Notwithstanding the reduction of rates and the decrease of travel and merchandise traffic, which always attend a suspension of the coal trade, the receipts for merchandise, passenger, mail, etc., have been greater during the last year of the Company's existence. The condensed table accompanying this report shows the receipts from these sources for each year since the year 1850, and exhibits the gratifying fact that they have increased from $292,227 in 1850 to $984,388 in 1860, and $3,072,496 in 1870.

During the year the graduation and masonry of the Perkiomen Railroad, between Schwencksville and Green Lane, have been completed, the construction of the Pickering Valley Railroad has been pushed rapidly forward, and the whole line will be ready for the superstructure early in June next. The Lebanon and Pine Grove branch has been finished and put into operation; the Allentown Railroad, between Topton and Kutztown, has been completed, and a large amount of work has been done between Kutztown and Port Clinton; the extension of the Lorberry Creek Railroad to the coal openings upon the Fishing Creek estate has been constructed, and a number of branches to new collieries in the other coal regions have been built, all of which are expected to be productive during the coming year.

The system of railways now controlled and worked by the company aggregates 1168 miles of single track, as shown in detail by the accompanying report of the Chief Engineer, and to operate all of these lines, together with the Schuylkill Canal, require the services of a force of over 12,000 employes.

During the year new cars and engines to the value of $367,620·04 have been added to the property of the company, and in addition thereto $224,172·36 has been expended in rebuilding engines and cars, and charged to renewal fund.

The rolling stock of the company is now in a very high state of efficiency. The rebuilding of engines and cars, to take the place of those worn out or destroyed, and the large amount of repairs annually expended on those in use, have kept it, at all times, practically equal to what it was when new, as a very large amount of this equipment has been, during the last few years, paid for out of the surplus earnings of the company, and charged to income account as expenses. The amount charged to locomotive engines and cars in the capital account of the company, $6,082,149·77, but very inadequately represents its extent or value. Some idea of the amount of this equipment may be formed from the fact that the rolling stock of the company, if placed in one continuous line upon a track, would form a train of over fifty-five miles in length. To replace this rolling stock would cost at least $11,500,000, and the following table exhibits a moderate estimate of its present value:—

266 first-class locomotives	$11,500	$3,059,000
43 2d, 3d, and 4th class locomotives, average	4,000	170,000
5726 eight-wheeled coal cars	525	3,006,150
4437 four-wheeled iron and wooden cars	195	865,215
3331 four-wheeled navigation cars	175	582,925
1479 eight-wheeled freight cars	690	1,020,510
196 four-wheeled freight cars, average	185	36,260
101 eight-wheeled passenger cars	3,850	388,850
43 baggage and express cars	1,650	70,950
462 cars in transportation and roadway department, and sundry rolling stock in each as per statement D		250,000
		$9,448,860

The real estate of the company is worth in cash at a moderate estimate, fully fifty per cent. more than is charged against it, and it is believed that, if a fair inventory of all of the property of the company at its present value was taken, it would show it to be worth fully ten millions of dollars more than the united capital and debt of the company.

The product of the rolling mill during the year was 17,557 tons, which cost to reroll an average of $21·20 per ton. The following statement exhibits in detail the number of tons of rails rolled by the company during the last three years, with the quantity of each year's product worn out up to November 30th, 1870, and shows that out of an aggregate of 43,565 tons only 1252¼ tons, or less than 3 per cent. of the entire amount, has been removed from the road.

Years	1868 Tons.	1869 Tons.	1870 Tons.	Total. Tons.
Product	8971	17,037	17,557	43,565
1868—worn out	5			5
1869— " "	175	2¼		177¼
1870— " "	904	164½	1½	1,070
Total worn out	1084	166¾	1½	1252¼
Per cent	·12	·0098	·000085	·028

During the year four more steam colliers have been added to the property of the company—two of 800 tons burthen, and two of 1000 tons each—these, together with the two of 600 tons burthen constructed during the year 1869, represent an investment of $588,386 30. The entire receipts of the fleet during the year were

	$199,727·43
Expenses	183,004 12
Balance	$16,723·31

The difficulty of obtaining coal freights during the suspension of mining, and the necessity of employing the vessels in a general merchandise coasting trade, together with the costs of remedying several defects in their original construction, so greatly increased the expenses that until the end of October the line was in debt. The profits for the single month of November being greater than the credit balance of the entire year, with constant employment during the year in the coal trade between Richmond and one or two Eastern and Southern ports, it is expected that the line will meet the expectations indulged when it was originated, and become a source of revenue to the Company.

The several companies known as the Mahanoy and Broad Mountain Railroad Company, the Mahanoy Valley Railroad Company, the Enterprise Railroad Company, the Shamokin and Trevorton Railroad Company, and the Zerbe Valley Railroad Company, have been merged into one corporation, called the Mahanoy and Shamokin Railroad Company, and the investments of the company in all these five several railways now appear consolidated in the Treasurer's general account, under the head of Mahanoy and Shamokin Railroad Company's stock.

A very complete and extensive new iron foundry has been built during the year at Reading, which for very many years to come will supply all the wants of the company.

Annexed to the report will be found the usual detailed statement showing the amount of property added to the capital of the company during the year, and also a statement showing the value of new work charged to income account, as representing the difference between gold and currency upon the amount of the new convertible bonds issued during the year.

Upon the 12th of July last, after a negotiation of many months, the company entered into a lease and contract with the Schuylkill Navigation Company, and took possession of the works and property of the latter company, thus terminating, in a friendly spirit and, it is believed, to the satisfaction of the holders of the securities of both companies, a rivalry that had existed so many years. A full copy of the lease and contract is annexed to the report for the examination of the stockholders.

The business of the canal since the date it passed into the control of this company is shown by the following statement:—

Receipts from coal from July 11 to November 30, inclusive	$367,937·79	
Receipts from merchandise from July 11 to November 30, inclusive	55,438·36	
Receipts from water rents from July 11 to November 30, inclusive	20,112·76	
		$443,488·91
Expenses—Repairs	85,433·39	
Current expenses	22,746·11	
Expenses on landings	25,381·34	
Net loss in working canal between June 1 and July 11, when under control of the Schuylkill Navigation Company, and accounted for to said company	13,147·58	
		146,708·42
Profit in working Canal six months		$296,780·49
Less loss in working line of boats owned by the company		40,295·46
		$256,485·03
Proportion of rent from June 1 to November 30, inclusive		268,458·91
Net loss charged to profit and loss		$11,973·88

The capacity of the canal will be very much increased in 1871 by the addition to the transportation stock of over one hundred new boats, which are now being built. When these are added to the number on hand the canal will be fully equipped for a business of 40,000 tons of coal per week. The capacity of the railroad in 1871 will be at least 140,000 tons of coal per week, so that at the opening of the shipping season of 1871 the two lines will be equipped for a coal tonnage of 180,000 tons per week in addition to the merchandise and passenger traffic, and exclusive of the coal tonnage of the laterals, which does not pass over either the main line of railroad or canal. The numerous collieries situated upon the laterals of the company will be able to furnish a much larger tonnage.

It is a gratifying fact that the consumption of coal in 1870 exceeded that of 1869 by about 2,000,000 tons.

With moderate prices and a continuous trade for 1871, it is believed that the market will take fully 1,500,000 tons more than were produced in 1870. The experience of the past year, and the suffering incurred by the workingmen in consequence of the protracted strike which resulted so disastrously to them, seem to afford some guarantee that the business of the company will not soon again be suspended for any great length of time by similar causes. If a tonnage approximating to the capacity of the avenues of the transportation controlled by the company is furnished, the managers feel confident that it can be transported at such rates as will secure the market to the transporters without affecting the customary dividend to the stockolders.

Upon the first of December, 1870, the railroads and property of the Philadelphia, Germantown and Norristown Railroad Company, the Chesnut Hill Railroad Company, and the Plymouth Railroad Company passed into the possession and control of this company under leases for 999 years, copies of which will be found annexed to this report. For some years the managers have felt the necessity of providing more tracks for the accommodation of the business of the company between Norristown and and Philadelphia, and it was thought better to lease the Philadelphia, Germantown and Norristown Railroad and its branches than to incur the cost of widening the road and laying additional tracks upon the western side of the river. Although the rent paid for these roads is high, there can be but little doubt that the largely increasing local traffic upon them will soon compensate the company for the outlay, while the advantages of securing an outlet for distribution, extending through so great a portion of the thickly-settled districts of the city, can hardly be over-estimated.

The attempts of the officers of the Internal Revenue Department of the United States Government to collect taxes upon dividends and coupons, since January 1, 1870, for which there was no warrant of law whatever, was promptly resisted by the managers, and the State courts applied to for relief. Injunctions were obtained restraining the officers of the United States from attempting to collect the tax, and, upon a test case being made before the United States Circuit Court, a decision was rendered fully sustaining the position taken by the managers. During the past eight years this company has paid in cash for United States and State taxes over four millions of dollars, of which amount more than one half was paid to the Federal Government for Internal Revenue taxes. So long as the law existed the Company paid the taxes with regularity, but when it expired and an attempt was made to levy taxes to a large amount upon no other warrant than the peremptory order of the Commissioner of Internal Revenue, the Managers felt it their duty to protect the rights of the stockholders by a resort to the courts.

Proceedings have also been taken to recover from the Government a large amount of taxes paid by the company prior to the year 1866, upon dividends and coupons paid to non-resident aliens, which at that date were not taxable. During the last year $84,124·15 of this amount was refunded by the Government, and as much more will probably be recovered during the present year.

It is with very great regret that the managers close the report for the year by alluding to the loss sustained by the company in the death of its late faithful and efficient secretary, Mr. William H. Webb, who died at his residence in Germantown, on the evening of December 23, 1870, in the 36th year of his age. Thoroughly conversant with all the details of his office, zealous and prompt in the discharge of his duties, he possessed, to the fullest extent, the confidence and respect of every one connected with the company, while the gentleness of his manners and the blameless purity of his life, endeared him as a friend to all who knew him. The vacancy occasioned by his death has been filled by the election by the managers of Mr. J. W. Jones, late purchasing agent and auditor of the company.

By order of the Board of Managers.

FRANKLIN B. GOWEN, President.

The report was accepted, and, on motion of A. J. Antelo, Esq., the following resolutions were adopted:—

Resolved, That the report of the Board of Managers this day presented and read, be and the same is hereby approved, accepted, and adopted, and that the action of the board in relation to the several matters therein mentioned, and the leases and contracts with the Schuylkill Navigation Company, the Philadelphia, Germantown, and Norristown Railroad Company, the Chestnut Hill Railroad Company, and the Plymouth Railroad Company, are ratified and approved.

Resolved, That the Board of Managers be, and they are hereby, authorized, at their discretion, to carry into effect any of the measures proposed in their report, and, if in their opinion needful, to enter into any contracts or agreements for that purpose.

Resolved, That the powers and authorities conferred upon the Board of Managers by the resolutions passed at prior annual meetings be and the same are hereby continued.

Resolved, That a vote of thanks be and the same is hereby presented to the President and Board of Managers for the able manner in which the business of the road has been conducted during the past year.

The following gentlemen were unanimously elected officers for 1871:—

President—Franklin B. Gowen.

Managers—H. Pratt McKean, A. E. Borie, R. B. Cabeen, J. B. Lippincott, John Ashhurst, Charles E. Smith.

Treasurer—Samuel Bradford.

Secretary—J. W. Jones.

The meeting then adjourned.

CITY INTELLIGENCE.

STATE REVENUE.

The Revenue Derived from Philadelphia by the State—Its Amount and Source During the Past Five Years.

In the following carefully tabulated statement will be found the principal items of revenue derived by the State Government from the city and county of Philadelphia for the year ending November 30, 1870, in comparison with the figures of the year preceding:—

	1870.	1869.
Auction commissions	$14,400·00	$17,469·77
Auction duties	34,808·95	51,198·74
Tax on corporation stocks:—		
Banks	54,450 00	71,855·18
Railroads having termini in the city	309,998·08	294,540·91
Insurance companies	34,962·00	25,656·27
Passenger railroads	24,599·00	17,730·87
Miscellaneous	17,777·06	7,417·41
Tax on personal property	244,054·00	140,944·47
Tax on Loans:—		
Treasurer of Philadelphia	64,478·58	92,163·32
Passenger Railway Co.'s	10,409·06	3,935·52
Railroads having termini in the city	32,578·69	77,175·06
Miscellaneous	487·74	8,975·19
Tax on Net Earnings:—		
Passenger Railways	12,149·36	10,315·60
Insurance Companies	9,497·61	37,103·84
Miscellaneous	9,108·42	7,275·64
Tax on Gross Receipts:—		
Railroads having termini in the city	229,649·49	211,715·73
Notaries Public	1,754·34	1,438·90
Tax on Tonnage of Railroads having termini in the city	546,088·38	438,648·99
Tax on writs, wills, and deeds	6,288·15	18,386 84
Tax on city offices	2,317·16	4,141·80
Tax on Collateral Inheritance	217,000 00	113,500·00
Licenses:—		
Taverns	200,276·66	179,339·21
Retailers	186,211·79	203,952·52
Samples	8,108·00	7,114·00
Theatres, Circuses, and Menageries	....	475·00
Billiard-rooms, and Bowling and Ten-pin alleys	686·50	978·50
Peddlers	558·60	670·70
Brokers	4,448·40	3,789·66
Patent Medicines	1,737·05	1,865·75
Distilleries and Breweries	1,271·75	1,533·14
Premiums on Charters	2,897·37	2,760·72
Escheats	....	5,083·85
Accrued interest	116,02	436·89
Totals	$2,283,147·53	$2,109,590·01
Deduct income from Railroads having termini in the city	1,118,314·62	1,072,080·69
Net revenue from the city	$1,164,832·91	$1,037,509·32

In the following summary are given the past five years, by way of comparison, the revenue from the sources above enumerated only being included:—

Year.	Total Revenue.	From Railroads.	Net Revenue.
1870	$2,283,148	$1,118,315	$1,164,833
1869	2,109,590	1,072,081	1,037,509
1868	2,165,179	1,111,370	1,053,810
1867	1,910,316	1,003,245	997,071
1866	2,419,357	959,108	1,460,249

BANKRUPTCY CASES IN THE DISTRICT COURT OF THE UNITED STATES.—The following bankruptcy cases are on the calendar to be heard on Wednesday, January 11:—

Samuel Lindermuth, for cause.
Joseph Hoey, for cause.
George W. Lewis, for cause.
Goline, Nachtel & Co., for cause.
James C. Green, for cause.
Benswanger Heilburn & Klemm, for cause.
Samuel G. Bertolett, for discharge.
Arnold, Nusbaum, & Nirdlinger, for cause.
Michael Hershberger, for cause.
Ambrose & McMahon.
Stevens & Smith, for cause.
Henry Schmœle, for cause.
Albert H. Gilbert, for cause.
John B. Cook, for discharge.
Arnold, Nusbaum & Nirdlinger.
George N. Torrence & Co., for cause.
Elijah W. Zeigler, for discharge.

THE FIRE COMMISSIONERS.—The Board of Fire Commissioners are making extensive alterations in the office of the Chief Engineer, southwest corner of Fifth and Chesnut streets. A force of workmen were on hand this morning tearing down the counter in the main office, in order to make more room and provide better accommodations for the members of the board. The floor is to be carpeted and the woodwork painted. A vestibule will be constructed at the rear entrance of the apartment, having two doors, one leading to the main room and the other to the private office back. The commissioners hold another meeting this afternoon for business, at which it is expected a Chief Engineer will be elected.

ASSAULT AND BATTERY CASES.—James Warren was arrested in Germantown yesterday, for having committed an assault and battery upon a citizen in the Washington Hotel, at that place. James had a hearing before Alderman Thomas, and was held in $500 bail to answer.

R. Bryan was also arrested yesterday, for amusing himself by beating the bar-tender of a tavern at Sixth and Race streets. Defendant had a hearing before Alderman Godbou, and was held in $400 bail to answer.

THE BEDFORD STREET MISSION.—During the month of December 333 women and 30 children received shelter in the temporary lodging-house attached to the Bedford Street Mission. The Beneficent Building Association has given a second dwelling, rent free, for a temporary lodging-house for men. All that is needed, in order to open this immediately, is a second-hand cooking-stove, which it is hoped some benevolent person will donate.

WIDOW'S NOTICE.—In the Orphans' Court for the city and county of Philadelphia, Mrs. Margaret Schur, the widow of Martin Schur, has given notice that she has filed her petition with inventory and appraisement of the personal estate she elects to retain under the Act of Assembly of April 14th, 1851, and its supplements, and that the same will be approved by the Court on Saturday, Jan. 14th, 1871, unless exceptions be filed thereto.

STORE ROBBERY.—John Charles, Abraham Chester, and John Hyland were arrested yesterday by Sergeants Gilchrist and Donnelly, of the Seventh district, upon the charge of breaking into and robbing the till of a store at New Market and Green streets, a few nights since. Defendants were held in $800 bail for trial. Chester and Hyland were put under $800 additional bail for assaulting the officers concerned in their arrest.

THEFT OF A MIRROR.—John Curtin is the name of an individual who, at 10 o'clock on Sunday morning, was found in an alley near Tenth and Bainbridge streets, having in his possession a large-sized mirror, which had been stolen from a residence on Ronaldson street, below South. Curtin was taken into custody, and was held for a further hearing by Alderman Bonsall.

HEAVY ICE.—The ice in the Delaware this morning is very heavy, and greatly interferes with navigation. The city ice-boats are hard at work.

A SPECK OF WAR.

The South Street Bridge—The Contractor and his Men Confronted by a Force of Railroad Employes—The Chiefs Under Bail.

The progress of the work on the South Street Bridge, like that on all great improvements—*vide* the public buildings and the beautifying of South Broad street—is constantly beset with obstacles. The greatest of these to the improvement in question is the pertinacious opposition which the railroad companies show towards it. Their determined obstinacy again cropped out on Saturday afternoon last.

Contractor John H. Murphy ordered a score of laborers to commence digging the foundations of the west pier of the bridge, between the tracks of the Junction and Media Railroad Companies, under the construction which the Commission give to the act of Assembly, that it had there the right of way, and that the ground lying between the tracks was not in the possession of the Media and Junction Railroad Company. Just as the men had completed a trench about twenty feet long and two feet deep, they were surprised by the appearance on the scene of about two score of laborers and attaches of the railroad company, and by the brusque announcement from the leader:—"You fellows had better stop, or there'll be trouble." There was a sharp exchange of words, but the bridge-men, in no way intimidated, resumed their work. They were again ordered to cease, the injunction from the chief of the opposition being accompanied by the alarming statement:—"If you don't stop, there will be five hundred boys on you." Then the railroad men approached to carry the trench by storm. The upraised picks of Murphy's men intimidated them, and they drew back.

At this moment arrived on the scene Charles E. Pugh, superintendent of the road, and William Atkinson, its supervisor, who commenced a parley with Murphy, claiming that he was trespassing on the property of the road, and unless he desisted they would have him locked up. Murphy shook his head, and soon after was arrested and taken before Alderman Dougherty, and held in $1000 bail to answer for a breach of the peace in trespassing on the railroad. Later in the afternoon he had Messrs. Pugh and Atkinson taken in charge, and by Alderman Randall, West Philadelphia, held in $500 bail each for interfering with the work of the South Street Bridge contractor, acting under the directions of the commission.

The question as to the right of way will this week be brought up in court, a decision of which is necessary to the progress of this important improvement. Fortunate was it that, under the sanguine Murphy and bellicose Pugh and Atkinson, no blood was shed.

CORPORATION ELECTIONS.

The Annual Meetings of Out Railroad, Insurance, and Business Associations—The Officers for the Ensuing Year.

This morning the majority of our steam and city passenger railroad companies, insurance companies, banks, and business associations held their annual meetings, at which, to serve for the ensuing year, they elected officers. The new officials are thus announced:—

STEAM RAILROADS.

Reading Railroad Branches.—At a meeting of the stockholders of the Mahonoy and Shamokin, Pine Grove and Lebanon, Allentown, East Mahanoy, Port Kennedy, East Pennsylvania and Lorberry Creek Railroad Companies held this morning, at No. 227 South Fourth street, the following officers were elected for the ensuing year:—President, Frank B. Gowen. Directors, H. P. McKean, A. E. Borie, R. B. Cabeen, J. B. Lippincott, John Ashhurst, and Charles E. Smith.

Lehigh Valley.—President, Asa Packer. Directors, Charles Hartshorne, William W. Longstreth, J. Gillingham Fell, John Taylor Johnston, William H. Gatzmer, David Thomas, Ashbel Welch, Edward H. Trotter, Arlo Pardee, William L. Conyngham, Edward Roberts, William A. Ingham.

Pennsylvania and New York Central.—President, Robert H. Sayre; Directors, C. F. Welles, Asa Packer, William W. Longstreth, Charles Hartshorne, Robert A. Packer, Victor E. Piollet, Garret B. Linderman, J. H. Swoyer, John J. Taylor, Robert Lockhart, John W. Hollinback, William H. Sayre, Jr.

Chester Valley.—President, John F. Gilpin; Secretary and Treasurer, William H. Hopkins; Directors, Coffin Colket, Charles E. Smith, Franklin B. Gowen, H. P. McKean, R. B. Cabeen, A. E. Borie, William H. Holstein.

Little Schuylkill Navigation, Railroad and Coal Company.—President, John F. Blandy; Managers, Adolph E. Borie, Alexander J. Derbyshire, Samuel J. Reeves, Daniel R. Bennett, Joseph H. Trotter, Samuel F. Ashton.

STREET PASSENGER RAILROADS.

Second and Third.—President, Robert F. Taylor. Directors, Israel Peterson, John P. Steiner, Benjamin F. Huddy, William Anspach, Andrew J. Holman, William Eisenbrey, M. Hall Stanton, Alexander M. Fox, George M. Freeman, John Eisenbrey, Jr., Joseph H. Dulles, Pearson S. Peterson.

INSURANCE COMPANIES.

Enterprise.—F. Ratchford Starr, President; Thos. H. Montgomery, Vice-President; Alexander W. Wister, Secretary; Jacob E. Peterson, Assistant Secretary, F. Ratchford Starr, Nalbro' Frazier, J. M. Atwood, B. T. Tredick, George H. Stuart, J. H. Brown, J. L. Erringer, James L. Claghorn, William G. Boulton, Charles Wheeler, Thomas H. Montgomery, James M. Aertsen, Directors.

Provident Life and Trust.—Joshua H. Morris, Richard Wood, and William Hacker, Directors.

Hand-in-Hand Life.—President, N. Rittenhouse; Vice-President, Joseph Collins; Secretary, Robert M. Foust; Directors, N. Rittenhouse, Joseph Collins, Robert M. Foust, Joseph Beckhouse, Philip Gillenger, Henry C. Oram, Adam Warthman, George W. Michener, Christopher H. Miller, John Forman, John P. Trau, and Henry S. Tarr.

Insurance Company State of Pennsylvania.—Directors, Henry D. Sherrerd, Charles Macalester, William S. Smith, George H. Stuart, Samuel Grant, Jr., Thomas B. Watson, Henry G. Freeman, Charles S. Lewis, Edward C. Knight, John B Austin, Christian J. Hoffman, Richard Dale Benson, George H. Colket.

Union Mutual.—For three years, Richard S. Smith, Charles Wheeler, S. Delbert, Sol. Townsend, John Moss, Lemuel Coffin, J. H. Tilge, R. D Howard. For two years, Alexander E. Ferguson and Paul Pohl, Jr. For one year, C. Hieskell and D. W. Chambers.

Fame.—Directors, Charles Richardson, William H. Rhawn, William M. Seyfert, John F. Smith, Robert Pearce, John Kessler, Jr., George A. West, Nathan Hilles, John W. Everman, Edward B. Orne, Charles Stokes, and Mordecai Buzby.

MISCELLANEOUS.

Continental Hotel Company.—Managers, John Rice, Joseph B. Myers, Daniel Haddock, Jr., James H. Orne, and John C. Hunter.

Philadelphia and Lancaster Turnpike Company.—President, Eppingham Perot. Managers, H. J. Williams, James T. Morris, Joseph P. Smith, Horatio C. Wood, Cadwallader Wickersham, Alexander Biddle, Joseph L. Perot, Edwin W. Lehman, and Jacob W. Long and William B. Brinton, of Lancaster. Treasurer, Joseph Perot.

DANGEROUS CHARACTERS.—About 10 o'clock on Saturday night two men known as "Snoots" McConnell and "Fo" Murphy committed a murderous assault and battery upon Officer McDermott, of the Eighteenth district, at Richmond and Somerset streets. They beat him in an outrageous manner, inflicting injuries of a serious character. The assailants were arrested, and committed by Alderman Neill to await the result of the injuries of the policeman. McConnell and Murphy have only recently been discharged from "Moya," where they were confined for having assaulted the same officer about a year since. They say that if they are again released they will kill McDermott.

FIRE.—About half-past 1 o'clock this morning, a two-story brick building at Eighth and Mountain streets, occupied as a distillery by Jacob Ellenger, was totally destroyed by fire. The property was owned by Dr. Knorr. The loss will amount to about $3000.

NORTH PENNSYVANIA R. R.

The Annual Report and Election.

The stockholders of the North Pennsylvania R. R. Company held their annual meeting today at noon in the office, No. 407 Walnut street. The eighteenth annual report of the Board of Directors was submitted, and which shows the operations of the company for the past year.

The earnings in the fiscal year ending October 31, 1870, were:—

From passengers	$405,262·38
" freight	936,247·10
" mails	4,800 00
" rents, etc	9,199·34
	$1,355,508·82
The increase in passengers was	$15,882·85
" " in freight	206,179·49
" " in rents, etc	715·31
	$222,777·68

The above sum ($222,777 68) is the total increase over the year ending October 31, 1869, and an increase of $340,114·53 over the year ending October 31, 1868.

The expenses for the year for maintenance of ways, motive power, maintenance of cars, transportation, general expenses, etc	$729,975·85
The charges to interest account, coupons, interest on mortgages, ground rents, premium on gold, U. S. and State taxes	351,596·85
Total expenses and interest	$1,081,572·70
" earnings	1,355,508·82
" expenses and interest	1,081,572·70
Net profit for the year	$273,936·12

Being a fraction under 8 70-100 per cent. on the capital stock of the company.

The increase over the previous year was on gross earnings	$222,777 68
On expenses	87,713·54
" interest account	75,827·09
" net profit	67,236·05
" construction account	120,440·27
" equipment account	113,328·39
" real estate account	138,597·99
Total increase on capital account	$372,366·65

The bonded debt has been increased $275,948·50.

The scrip issued for coupons of 1861 and 1862, amounting to $248,500, has been redeemed and canceled, with the exception of a balance of $6887·50 which has not yet been presented for payment.

The 6 per cent. mortgage debt of the company has been reduced during the year, $25,000, by the purchase and cancellation of that amount of bonds for the sinking fund.

A scrip dividend of 5 per cent. (convertable into the capital stock of the company) has been declared, payable on the 1st of February.

The following officers were elected to serve for the present year:—

President—Franklin A. Comly.

Directors—John Jordan, Jr., J. Gillingham Fell, William C. Ludwig, Ellwood Shannon, Edward C. Knight, Alfred Hunt, William C. Kent, Charles W. Wharton, Edward Roberts, and Thomas Smith.

BUSINESS AT OUR POST OFFICE DURING 1870.—Herewith we present the reader with a summary of the business transacted at our post office during the past year, under the management of General H. H. Bingham:—

Delivery trips daily, 708; collection trips daily, 873; mail letters delivered, 10,986,045; local letters delivered, 5,167,809; newspapers, etc., delivered, 4,243,875; letters collected, 14,330,022; newspapers, etc., collected, 1,908,294.

The following is a statement of the money order department for the past three years:—

Money Orders Issued.			Money Orders Paid.		
Year.	No. of Orders.	Amount.	Year	No. Orders.	Amount.
1868	13,313	$316,032·42	1868	59,430	$972,133·28
1869	17,598	382,950·83	1869	76,200	1,209,472·70
1870	22,216	469,349·89	1870	93,855	1,469,763·70

The number of letters, etc., sent from the Philadelphia post office during the year 1870 was 24,869,723. The number of stamps and stamped envelopes sold at the post office during the year reached in value the sum of $687,114 93.

THE FIREMEN OF MANAYUNK.—Since the passage of the Paid Fire bill the Manayunk Fire Company has persisted in running out their apparatus when no alarm was given. On the evening of the 5th inst. they ran down Main street to Wissahickon, and thence to Hippel's lane. Police Lieutenant Kelly having received instructions that in case they ran out to arrest some of the parties, he set about capturing the director, and this he did on Green lane. The prisoner was held in $300 bail to keep the peace by Alderman Dehm. On Sunday afternoon Policemen Welsh and Ballister, who were concerned in the arrest of the director were set upon by some of the firemen. A man named Andrew Rowley held Policeman Welsh, while another named Enos beat him with a blackjack. Rowley and Enos were arrested. At the time bail was refused for the appearance of the offenders as Welsh was represented to be in a critical condition. To-day bail in $1000 was accepted and the defendants were released from custody.

ASSIGNMENT IN BANKRUPTCY.—William K. Pease, Esq., gives notice that in the District Court of the United States for the Eastern District of Pensylvania, in the matter of Cornelius J. Johnson, a bankrupt, he, as the assignee of the bankrupt, has filed his petition asking for his discharge, and that the same will be heard by the Court on Wednesday, January 11, 1871.

AN OLD OFFENDER.—Ellen Hanlon, an old offender, was arrested in St. Patrick's Church, at Twentieth and Locust streets, yesterday, during divine service, for picking a lady's pocket. She was arrested by Policeman Glenn, of the Fifth district, and after a hearing before Alderman Morrow was committed for trial.

SUDDEN DEATH.—A woman named Cone secured lodgings at the house No. 524 Hurst street on Sunday night. She appeared to be in a very feeble condition. She retired at an early hour and was found dead in bed this morning. Death resulted from natural causes. The Coroner, however, was notified.

ACCIDENT.—A middle-aged man named Campbell was admitted to the Pennsylvania Hospital at a late hour last night, suffering from severe injuries received by falling on the ice at Gray's Ferry road and Christian street.

AN ADJOURNED session of the Circuit Court of the United States, for the Eastern District of Pennsylvania, will be commenced on January 12, 1871, and continue from day to day until the cases continued from the October list are disposed of.

SINKING OF A CANAL BOAT.—The canal boat G. B. Souder, loaded with coal, sunk in the Delaware at Laurel street wharf about 2 o'clock on Sunday morning. The accident resulted from a leak caused by the ice in the river.

REV. C. M. BUTLER, D. D., Rev. Richard Newton, D. D., and Rev. M. A. De Wolfe Howe will address the Sunday-school Association meeting at the Church of the Epiphany, Fifteenth and Chesnut streets, this evening.

LEGAL INTELLIGENCE.

Acquitted of a Serious Charge.

Court of Quarter Sessions—Judge Finletter.

This morning Mr. Charles A. Pettit was tried upon the charge of perjury. On the part of the prosecution it was alleged that the defendant was sued in a civil court for the purchase of a house in Ninth street that he had purchased and upon his first affidavit of defense was about to have judgment entered against him for its insufficiency, but then he filed a supplemental affidavit, setting forth that the consideration was illegal because the house was used for a gambling-hell, of which fact he was ignorant at the time of the purchase, and upon this latter affidavit a trial was awarded. The matter contained in this affidavit was alleged to be false, but there was no proof whatever to sustain this allegation, and the jury, without requiring any evidence from the defense, rendered a verdict of not guilty.

A Bad Case.

Court of Quarter Sessions—Allison, P. J.

This Court is to-day occupied with the trial of James Hassen, charged with violating the person of a young lady, the facts of which are unfit for publication

Civil Cases.

District Court, No. 1—Judge Thayer.

Alphonse Stephanie vs. The Penn Warehouse Company. An action to recover for a quantity of brandy stored in the warehouse, and not forthcoming when called for. On trial.

Court of Common Pleas—Judge Ludlow.

Focht, Whiteacre & Co. vs. William F. Carlin. An action to recover for coal sold and delivered. Verdict for plaintiffs, $98·92.

Howell & Wilson vs. S. Lloyd Weigand. An action to recover for wall paper and sold delivered. Verdict for plaintiffs, $81·98.

THE GREAT WEDDING CARD DEPOT.

The Latest Novelties in

Visiting Cards,

Antique, Undine, Rose, Silver Grey,

Wedding Cards,

That cannot be equalled in style, and very low in price.

WM. H. HOSKINS,
No. 913 ARCH Street.

SHERIFF'S SALE.

By virtue of a writ of fieri facias, to me directed, will be exposed to

PUBLIC SALE OR VENDUE,
On TUESDAY, Jan. 10, 1871,
At 10 o'clock A. M., on the premises,
Nos. 222, 224, and 226 RACE Street,
THE STOCK AND FIXTURES OF A HAT AND CAP MANUFACTORY.

33 dozen assorted Cloth Hats.
27 dozen assorted Fur Trimmed Caps.
25 dozen assorted Seal Caps.
23 dozen assorted Cassimere Caps.
24 dozen assorted Plush and Seal Trimmed Caps.
19 dozen assorted Boys' Fancy Caps.
9 dozen assorted Astrachan Caps.
20 dozen assorted Italian Stitched Hats.
17 dozen assorted Cloth Stitched Hats.
7 dozen assorted Children's Velvet Turbans.
15 dozen assorted Italian and Silk Stitch Caps.
25 dozen assorted Italian Caps.
18 dozen assorted Boys' Straw Caps.
14 dozen assorted Straw Hats and Caps.
9 dozen assorted Plush and Cloth Spanish Caps.
56 dozen assorted Straw Hats.
57 dozen Assorted Straw Hats.
24 dozen assorted Fur Muffs, imported.
59 dozen assorted Fur-trimmed Hoods.
6 dozen Shakers' Bodies.
10 dozen Inet Seal Collars.
23 Nutria Collars.
7 Beaver Collars.
19 dozen assorted Cloth Caps.
21 dozen assorted Cloth Hats.
13 dozen assorted Fur Caps.
12 dozen assorted Fur-trimmed Caps.
33 dozen assorted Wool Hats.
Lot of Cap Boxes and Cases.
23 dozen Cloth Hats.
34 dozen Brown Straw Hats.
28 dozen assorted Straw.
14 dozen B. Caps.
5 dozen sample Hats and Caps.
7 dozen sample Caps.
6 dozen sample Hats.
1 dozen M. Pearl Felt.
5 dozen M. Cass. Caps.
6 dozen B. Light Felt Hats.
5 dozen assorted Cass. Hats.
5 dozen Boys' Fancy Cass. Caps.
7 dozen Boys' Light Felt Hats.
7 dozen Boys' Light Felt Hats.
7 dozen Boys' Light Felt Hats.
6 dozen assorted Caps, (mixed.)
4 dozen Boys' Felt Fancy Caps.
3 dozen Boys' Black Caps.
3 dozen Boys' Light Fancy Caps.
8 dozen assorted Men's Caps.
4 dozen Men's Light Felt Caps.
20 dozen assorted Hats and Caps.
Lot of Cloths, Cassimeres.
Lot of Linings, etc.
Lot Trimmings.
13 Sewing Machines.
1200 assorted Blocks.
Furniture of Manufactory.
Also the Office Furniture.
Seized and taken in execution, and to be sold by
WILLIAM R. LEEDS,
1t Sheriff.
Philadelphia Sheriff's Office, Jan. 2, 1871.

THE STRONGEST AND BEST-SECURED, AS WELL AS MOST PROFITABLE INVESTMENT NOW OFFERED IN THE MARKET.

7 PER CENT. GOLD
First Mortgage Bonds,
Coupon or Registered, and free of U. S. Tax,
PRINCIPAL AND INTEREST PAYABLE IN GOLD,
ISSUED BY THE
Burlington, Cedar Rapids, and Minnesota R. R. Co.

The small remaining balance of the Loan for sale

At 90 and Accrued Interest in Currency.

Interest payable May and November.

J. EDGAR THOMSON, CHARLES L. FROST, } Trustees.

The bonds are issued at $20,000 per mile against the portion only of the line fully completed and equipped.

The greater part of the road is already in operation, and the present earnings are largely in excess of the operating expenses and interest on the bonds. The balance of the work necessary to establish through connections, thereby shortening the distance between St. Paul and Chicago 45 miles, and 90 miles to St. Louis, is rapidly progressing, in time for the movement of the coming grain crops, which, it is estimated, will double the present income of the road.

The established character of this road, running as it does through the heart of the most thickly-settled and richest portion of the great State of Iowa, together with its present advanced condition and large earnings, warrant us in unhesitatingly recommending these bonds to investors as, in every respect, an undoubted security. A small quantity of the issue only remains unsold, and when the enterprise is completed, which will be this fall, an immediate advance over subscription price may be looked for.

The bonds have fifty years to run, are convertible at the option of the holder into the stock of the Company at par, and the payment of the principal is provided for by a sinking fund. The convertibility privilege attached to these bonds cannot fail to cause them, at an early day, to command a market price considerably above par. U. S. Five-twenties at present prices return only 4¾ per cent. currency interest, while these bonds pay 9½ per cent., and we regard them to be as safe and fully equal as a security to any Railroad Bond issued; and until they are placed upon the New York Stock Exchange, the rules of which require the road to be completed, we obligate ourselves to rebuy at any time any of these bonds sold by us after this date at the same price as realized by us on their sale.

All marketable securities taken in payment free of commission and express charges.

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No. 32 WALL Street, N. Y.

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TOWNSEND WHELEN & CO.,
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